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PACIFIC FISHERMAN

Conference Charts Conservation Way . . p9

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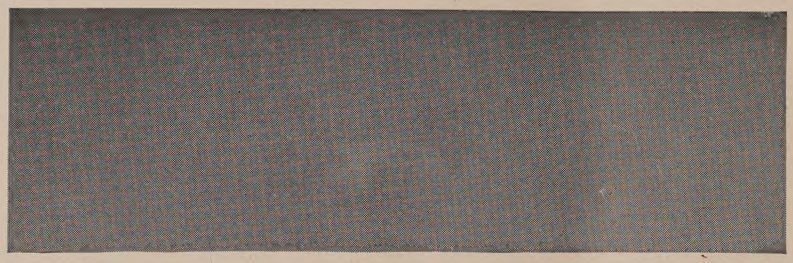

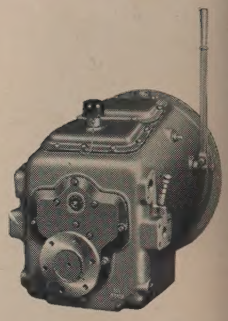

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PACIFIC FISHERMAN

Vol. 55 No. 5

APRIL 1957

Thinking Finds a Way to Implement Conservation 9

Alaska Fisheries Regulations 14

Co-operation at Tokyo 16

Foreign Fishing Methods 37

Two Shadows on Salmon Sales 41

Facts about Tuna Freezing 44

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A MILLER FREEMAN PUBLICATION

There are Lessons To Be Learned

• Much may be learned from the remarkably productive conference in Seattle this spring between Canadian fisheries officials, the responsible fishery authorities of the three Pacific states, their industry and legislative advisory groups, and representatives of the United States Department of State and Fish and Wildlife Service. This conference, disposed of problems which have perplexed and concerned the industry and fishery authorities of two nations for months.
months.

As significant as the meeting itself was the procedure by which it was brought about; for the conference was the direct result of the initiative of the Pacific Marine Fisheries Commission, which last November requested the Department of State to propose the meeting to the Canadian government.

• Pacific Marine Fisheries Commission, in which the three Pacific states unite to protect their priority of control over their own coastal fisheries, gained much in stature through the accomplishments of the conference; and the federal elements participating showed both breadth and depth in recognizing the strength of the states' position and their essential part in implementing prompt and effective action on any level—state or national.

True, Federal participation was necessary to bring the conference into session, and to control fishing by Americans off the coasts of Alaska and British Columbia.

National threat to assume jurisdiction over coastal fisheries brought the Pacific Marine Fisheries Commission into being in 1947. Ten years later, in the first subsequent threat to the states' authority over their fisheries, this Tri-State Commission is proving capable of management for the purposes of conservation.

(This is written of course in the assumption that the states will not be so blind as to forsake their newly-won position by failing to provide the authority by which alone they can retain for themselves their independent control over their own fisheries and their own citizens.)

• To the Canadians the convenience and effectiveness of the simple approach must have been apparent—an approach which could produce accomplishment without the complications, delays, uncertainties and inflexible commitments involved in international treaties, here unnecessary. Through the device of Department of State sponsorship, the problems could be approached most directly, and at the same time within the framework of protocol and without sacrifice of national dignity.

• For the fishermen the conference provided proof that consultation among competitors, even those of different nationalities, can produce a basis of understanding which the authorities can apply to conservation without the delay and bitterness which comes from arbitrary action.

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Skipper Misetich is a member of the Fishermen's Cooperative Association, a

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a quick review of ideas and developments in marine construction and accessories

EXTERIOR fir plywood chutes speed delivery of bait from all-plywood bait-boat *Aquarius*, designed by Phillip H. Thearle for Mauricio & Sons, San Diego. Builders used EXT-DFPA for hull, superstructure, tanks, interiors . . . estimate a ⅓ saving in labor costs.

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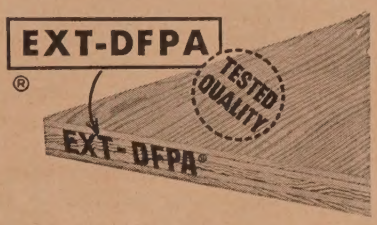

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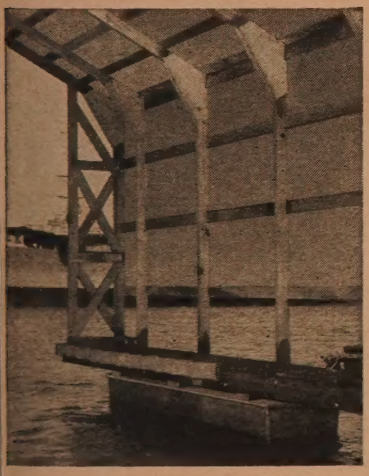
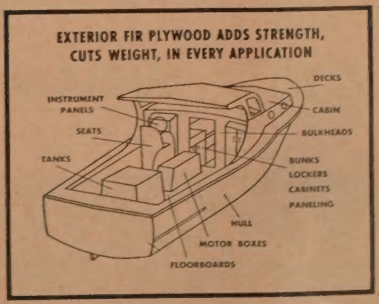


EXTERIOR fir plywood top plate provides the rigidity required to make these plastic pontoons practical, cuts previously prohibitive cost. Developed by Richard L. Drues, of Northwest Design Co., for Port Yacht Basin, both of Tacoma, Washington. Roof gusset plates also are EXT-DFPA.®



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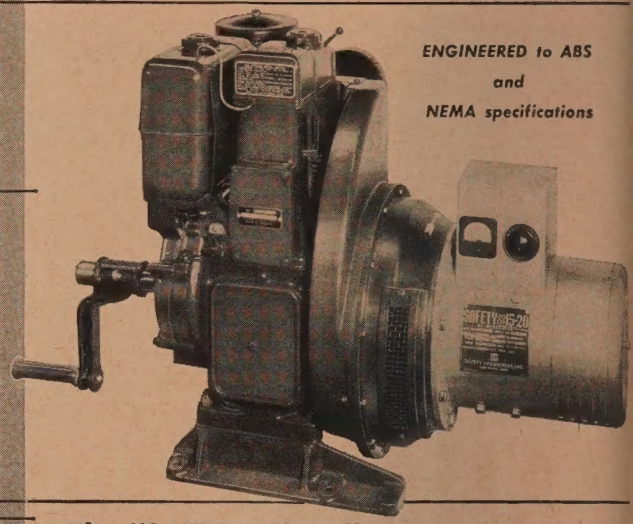

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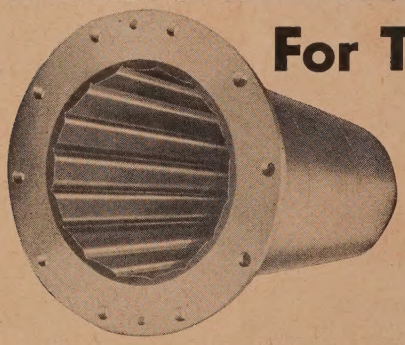

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Sulphate (SO_4)	0.0015%	0.005%
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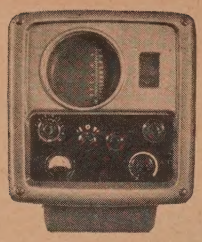

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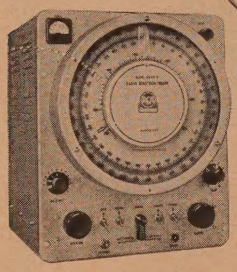

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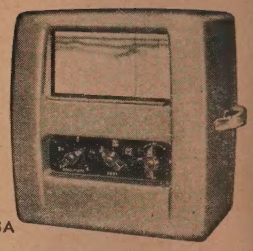

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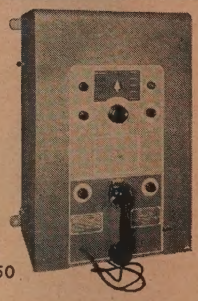

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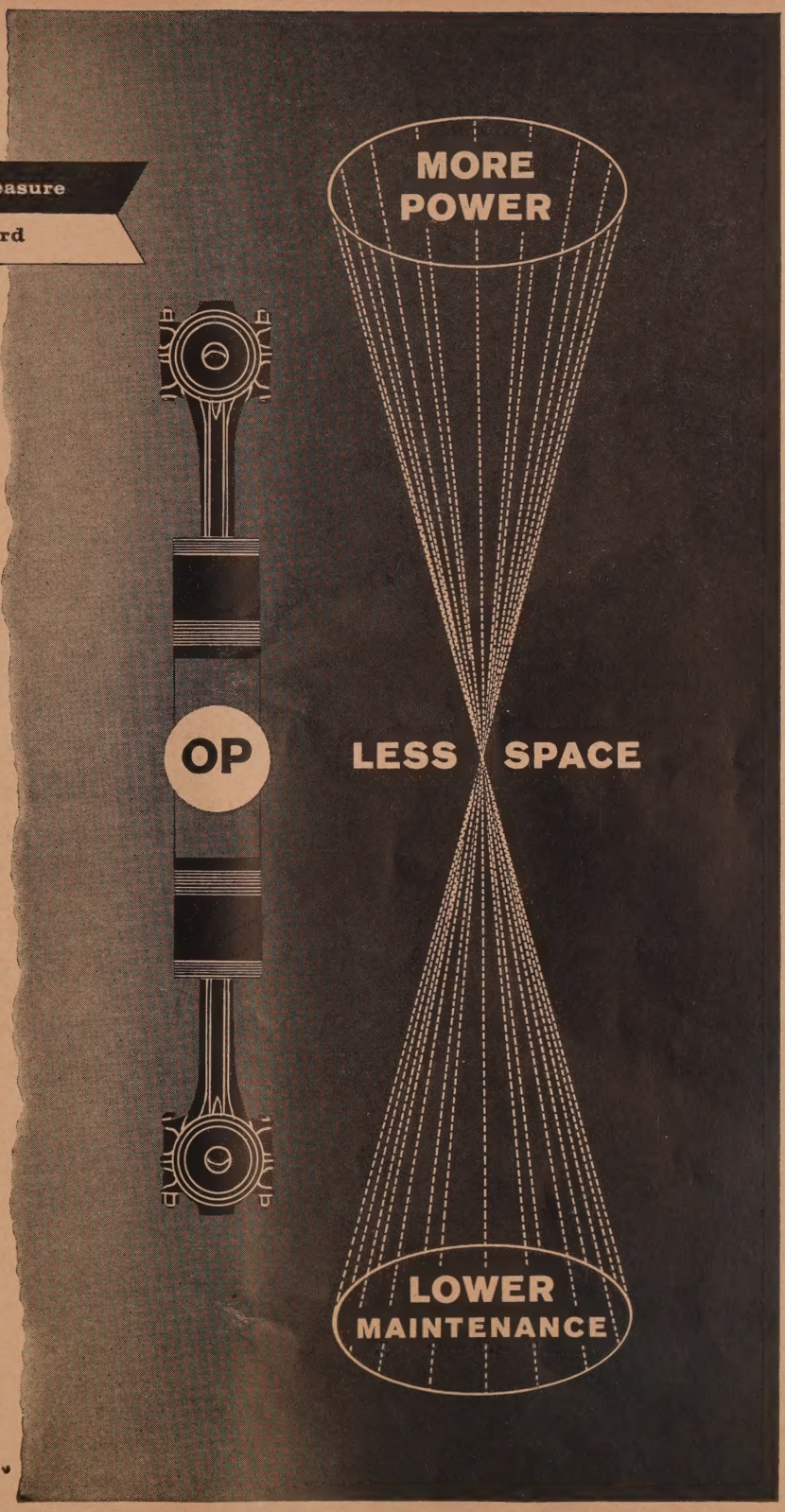

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PACIFIC FISHERMAN

APRIL 1957

Thinking Finds a Way—

Ocean Salmon Fishing, Troll Seasons, Petrale Protection Are Cleared by Consultation

• Canadian and American fishermen and officials, consulting earnestly together in Seattle at the first of March, saw a channel of comprehension open almost miraculous through the reefs and rocks of gear competition and national competition which have blocked the course to concurrent action in the cause of conservation.

It is possible that the key to success lay as much in the character of the meeting itself as in any of its accomplishments.

The negotiations grew out of the annual session of the Pacific Marine Fisheries Commission in San Francisco last November, when the three Pacific states decided to ask the Department of State to sponsor a conference at which the responsible state authorities and their industry advisors could work-out with Canada a coordinated approach to a set of problems.

The Seattle conference was the result of that request, and produced results which promise to solve problems that have been perplexing the industry and officials for years.

Moreover, its accomplishments came without the delays, difficulties, uncertainties and inflexible obligations of international treaties, deemed unessential in this case; and without the necessity for recourse to Congressional action.

• There were three primary problems before the meeting:

1. Control of net fishing for salmon on the high seas;
2. Uniformity of trolling seasons and troll salmon size limits;
3. Uniform protection for petrale sole during the period when they congregate in compact bodies for spawning purposes, and when their physical condition and market value is low.

It all sounds simple, and—properly approached—that's what it proved to be.

Actions decided upon were:

Ocean Salmon Fishing—

• The three states would press actively in their legislatures for measures which would make it possible for them to control fishing by their citizens in the sea by means of nets. In California the legislation being sought is designed to meet the situation existing in that state. Two measures are before the legislature. One would forbid the use of nets in taking salmon at sea. The other would forbid citizens of California from landing in California salmon caught with nets off the coasts of states which do not permit their own citizens to fish salmon in this manner.

So far as Alaska is concerned, ocean net fishing for salmon is already prohibited through exercise of the regulatory authority granted the Secretary of the Interior by the North Pacific Fisheries Treaty enabling act.

Extension of this authority of the secretary southward to 48° 30' North Latitude (the seaward extension of the boundary between the United States and Canada at the mouth of the Strait of Juan de Fuca) is being asked of Congress. This extension will make it possible to control the ocean fishing activities of American citizens on the high seas off the coast of British Columbia.

In case the states fail to protect their priority to management and control of the fisheries off their coasts, *but only in case they fail,* the Federal government will seek *temporary* authority from Congress for the Secretary of the Interior to regulate ocean fishing for salmon in any waters south of the boundary between the United States and Canada.

Canadian authorities, speaking through George R. Clark, deputy minister of fisheries, pledged that ocean net fishing for salmon by Canadian cititzens would be prohibited concurrently with the enactment of effective control measures by the Pacific states and/or the United States.

Trolling Seasons—

• Lack of uniformity between the seasonal regulations controlling the American and Canadian trolling fleets operating in the vicinity of the international boundary for years has reacted against wholly effective application of seasons designed to provide a

Assignment in Peru

• Seeking to meet fully its editorial obligation as the journal of the industrial fisheries of the entire Pacific Basin, **Pacific Fisherman** this spring is dispatching its editor to South America with an assignment to study and report upon the fisheries of Peru, their present development, their prospect and potential for tomorrow.

This assignment continues the editorial enterprise of **Pacific Fisherman** on international scale, enterprise which seeks to cover at first-hand those areas and industrial divisions which contribute importantly to the economy of the fisheries of **all** the Pacific, whether in the field of production or of marketing. Last spring these studies led to the United Kingdom, great market for Pacific fish products, whether from Canada, the United States, Japan, Russia or Peru. In the fall of 1955 **Pacific Fisherman** spent weeks studying the fisheries of Japan, that its readers better might understand the problems, production and prospects of the world's greatest fishing nation.

This spring it is Peru, already proud of outstanding achievement in building a fishing industry which stands high among modern developments in the field of the sea.

Here is a nation whose economic advance commands the interest of the hemisphere.

Here is one of the most fertile fisheries in all the world.

• Here is our special assignment: to report on these fisheries of Peru over the coming months as an added extra dividend of this journal's service to its readers all around the Pacific Rim.

measure for protection for damaged components of the run. The American troll fleet bitterly resisted a seasonal closure which prevented it from fishing while the Canadians were at work on the high seas. As reported in *Pacific Fisherman* for January, 1957, page 21, Harry McCool of the Fishermen's Cooperative Association told the Tri-State Commission meeting in San Francisco:

" No closure of trolling which does not apply to Canadian fishermen will be effective for conservation."

To which Mike Canic of Canada replied: "We have not been told that you found the lack of uniform trolling seasons such a bitter handicap. We Canadians are willing to consider any American proposals which will contribute to harmony and conservation."

Reporting further, *Pacific Fisherman* said on the same page:

"Acting on this point, the Tri-State Commission, working through the U. S. Department of State and the Canadian Foreign Ministry, will seek a basis by which the regulation of the troll salmon fishery in waters near the international boundary can be handled on a concurrent basis with the control measures of the two countries coordinated informally and without necessity of an international treaty."

This is exactly which came about.

Acting at the instance of the Pacific Marine Fisheries Commission, the Department of State approached the Canadian Foreign Ministry and the Seattle meeting resulted.

There the members of the Tri-State Commission, with full authority to establish seasons and size limits, met with the equally competent Canadian authority in the person of the deputy minister of fisheries and arrived at agreement with the advice and counsel of industry representatives of the two countries. Under this program, which appeared wholly acceptable to the spokesmen for the trollers, regulations for Canada and the Pacific states will provide:

1. Troll fishing for King, Spring or Chinook salmon to open not earlier than April 15, closing October 31.

2. Troll fishing for Silver or Coho salmon will open June 15.

3. Minimum size for legal King, Spring or Chinook salmon will be 26" minimum length, or its weight equivalent.

Petrale Trawl Closure—

• Another achievement in conservation through consultation emerging from the Seattle meeting was in the field of protection for the compact populations of petrale sole which have been found to accumulate for spawning in "deeps" or depressions in the sea bottom some distance off the coast of British Columbia and Washington.

These concentrations were discovered only about three years ago, and have been fished heavily by the American fleet. Not only are the petrale closely concentrated for spawning in the deeps during the late winter period, thus being highly vulnerable to the fishery; but their condition is poor and they are undesirable from the market standpoint. In general, the trawl fleet has not opposed closure of the petrale fishery for the protection of these spawners, but it has insisted that such a season apply to all segments of the industry.

This problem was discussed at length during the Tri-State meeting in San Francisco, *Pacific Fisherman* reporting on page 27 of its issue for January, 1957.

"Uniform closure of trawling in the interest of conservation is one of the three points which the 3-State Commission will discuss with Canada through the Department of State."

As a result of that discussion at Seattle at the end of February and early March, decision was reached by Canada and the Pacific Marine Fisheries Commission to apply a closed season to the petrale sole fishery from December 20 to April 15.

It will be noted that the proposed closure begins 40 days earlier than the February 1 to April 15 closure applied to the American fleet this year. This is an example of the flexibility of a regulatory program based on coordinated action by Canada and the Pacific states. Actually, the necessity for the earlier closure became apparent only after the Tri-State meeting in San Francisco last November. At that time it had been thought that the petrale population did not collect in the deeps for spawning until about the end of January.

However, during the fishing season just closed, January dragging in the deeps found the petrales there in great numbers, weeks earlier than they had ever been known before. Accordingly, the contemplated international closure was advanced in date to December 20.

Who Did It?

• Participants in the remarkably productive Seattle conference included:

Canadian delegates G. R. Clark, Deputy Minister of Fisheries, Ottawa; Wm. M. Sprules, Department of Fisheries, Ottawa; and from the Department of Fisheries, Vancouver, B. C., A. J. Whitmore and C. R. Levelton.

Canadian advisors were George T. Brajcich, Fishing Vessel Owners Association of British Columbia; John H.

Johnson, Prince Rupert Fishermen's Cooperative Association; F. Probert and F. Rolley of British Columbia Gillnetters; James D. Foote, Canadian Consul; Homer Stevens and Mike J. Canic of United Fishermen and Allied Workers Union; Clarence Joe, Native Brotherhood of British Columbia; James Cameron, International North Pacific Fisheries Commission; R. Nelson, D. F. Miller and S. R. Furney of Fisheries Association of British Columbia; R. Stanton of Pacific Trollers; D. J. Milne, K. S. Ketchen and A. W. H. Needler, Fisheries Research Board of Canada, Nanaimo; and J. L. Kask, Fisheries Research Board of Canada, Ottawa.

United States delegates were: Wm. C. Herrington, special Assistant to the Under-Secretary of State; Warren F. Looney Department of State; W. M. Terry and John T. Gharrett of United States Fish and Wildlife Service; M. C. James, director, Oregon Fish Commission; R. L. Jones, chairman, Pacific Marine Fisheries Commission, Oregon; Richard S. Croker and Eugene D. Bennett of Pacific Marine Fisheries Commission, California; Carl A. Nelson, Puget Sound Gillnetters Association, Mount Vernon; John N. Plancich, Fishermen's Packing Corporation, Anacortes; Nick Mladinich, Purse Seine Vessel Owners Association, Tacoma; and Milo C. Bell, acting Director, Washington Department of Fisheries.

United States advisors were Senator E. A. C. Johnson, Representative F. P. Belotti, California legislature, and W. O. Riley, all of Pacific Marine Fisheries Commission, California; Senator H. N. "Barney" Jackson and Representative Chet King of the Washington state legislature; Representative Wm. H. Holmstrom, chairman, and Representative Robert G. Elfstrom, member, of Legislative Fish and Game Committee, Oregon; Floyd L. Wright and Charles K. Phenicie of Pacific Marine Fisheries Commission, Oregon; H. J. McCool and Bert G. Johnston, Fishermen's Cooperative Association, Seattle; Harold Lokken, Fishing Vessel Owners Association, Seattle; Nick P. Kuljis, Fishermen's Marketing Association, Seattle; John S. Wilkinson, Puget Sound Canners; Harold A. O'Neill, Puget Sound Salmon Canners, Inc., Association of Pacific Fisheries; Mark Edmunds of Garibaldi, Oregon; and Joseph T. Mijich, Pacific Marine Fisheries Commission, Seattle. Attending as observers were Loyd A. Royal of New Westminster, B. C. and Robert J. Schoettler, Seattle, both representing International Pacific Salmon Fisheries Commission.

Not a little interest attached to the presence of Homer Stevens among the Canadian advisors. Mr. Stevens, who is the secretary of the United Fishermen & Allied Workers Union of British Columbia, for some time past has been denied entrance into the United States. Although no official statement was made at the conference, it was apparent that the United States had modified its previous position with respect to admissability of Mr. Stevens.

All-Fisheries Group Urges That U. S. Guard Shrimpers

• Fisheries of all four corners of the United States were represented in a group which consulted with Undersecretary of State Christian Herter early in March to urge firm federal action in a situation imperilling one element of the national industry.

The action gave evidence of today's thinking throughout the American fisheries, with their current recognition of interdependence and the value of a united front, particularly where foreign affairs are concerned.

The call on Secretary Herter was concerned essentially with the situation in the Gulf of Mexico, where the American shrimp fleet is pressing for more adequate Coast Guard protection of their legitimate fishing operation in the area of the high seas.

Industry representatives at the meeting included: W. C. Arnold, Alaska Salmon Industry, Inc.; Charles R. Carry, California Fish Canners Association; Dr. W. M. Chapman, American Tunaboat Association; Thomas D. Rice, Massachusetts Fisheries Association; Miss Mary Schulman, National Shrimp Congress; David H. Wallace, Oyster Institute of North America; Charles E. Jackson, National Fisheries Institute; George Steele, National Canners Association.

The group was accompanied by congressmen from all of the Gulf States.

The Undersecretary of State gave asssurance of the Department's interest in the problem, which is also being faced by Congress, where there are several proposals to finance vessels for adequate protection of legitimate shrimp fishing operations.

• The four-corners group went to Washington to call on Mr. Herter following a second industry conference to study the development of a national policy on matters of high seas fishing rights and the territorial seas which would reflect industry opinion and conform to the realities of practical experience in fisheries and on the high seas.

This program of all-areas policy study was initiated at a meeting held in San Francisco last summer, and was followed late in February with a second session in Florida, from where the group moved on to Washington to call upon Mr. Herter.

Asian Salmon Quota Debated

• Determination of the quantity of salmon which could properly be taken from the high seas of the northwestern Pacific during the 1957 season while maintaining conservation on a sustained yield basis occupied the attention of the Soviet-Japanese Fisheries Commission during most of its Tokyo meeting in February and March.

Out of the reports from the meeting it is plain that the Soviet contended for a sharp curtailment of the catch from the level of recent years; and that the Japanese were seeking for their operations a total catch of 165,000 metric tons, since 1957 is an odd-numbered year. They have indicated that in the even years their present thinking indicates 135,000 metric tons as about correct.

While not altogether clear, reports from Tokyo indicate that the Soviet commissioners were inclined to favor a Japanese catch for 1957 on the order of 80,000 metric tons.

Japanese To Develop Thailand Fishing Base

A new fishing base will be constructed on Terutea Island, off the western coast of South Thailand, with the help of the Japanese Overseas Fishery Cooperative Association. A group of Japanese headed by the chairman of the Cooperative Association were expected to survey the possibilities of developing new fishery resources, construction of a fishing base to accommodate 100 fishing vessels, and facilities for cold storage, processing, and canning.

Tuna Packers To Appraise Their Product

In Charge of federal fishery activities is Ross L. Leffler, second from the right, new Assistant Secretary of the Interior, here being given the right hand of welcome by some of the tuna men at the National Canners Association convention. Left to right are: Gilbert Van Camp, Jr., executive vice-president of Van Camp Seafood Company, Los Angeles; Joseph M. Mardesich, president of Franco Italian Packing Company, Los Angeles; Mr. Leffler; Jack Buchanan, of the Westgate-California Tuna Packing Company, San Diego.

● Southern California's tuna industry plays the role of its own critic April 12 during the sixth annual tuna cutting at Long Beach. The cutting is sponsored by the Tuna Research Foundation of the California Fish Canners Association, and is managed, in cooperation with the Foundation, by the Hooper Foundation, University of California, and the National Canners Association.

It is planned this year to have an exhibit of the machinery that may be used to test conformity to the proposed tuna standards which may become official some months from now.

The cutting has customarily judged solid pack, chunk, grated and flakes on the basis of appearance, cleaning, fill, color, texture, flavor, oil, odor; with three ratings, good, fair and poor.

Preceding the cutting, of course, is the major part of the Lenten season. Edwin L. Morris, director of the Tuna Research Foundation, has predicted sale of 100-million cans of tuna will be purchased in the 40-day period.

The beginning of the Lenten season in Southern California indicated advertised brands in newspaper advertising ranging in price from 17c chunk, advertised with a Bisquick coupon, to 29c chunk. However, canned tuna in the early weeks of advertising was taking a "back seat" by the advertising of other seafood products, such as clams, crab and crab meat, Japanese and United States produced; fish sticks, breaded and frozen; seafood "T.V." dinners; frozen fillets, rockfish, cod and ocean perch; oysters; shrimp, breaded or fresh frozen; canned salmon; sea bass. Icelandic fish fillets, frozen, in consumer-size packages were being advertised in San Diego papers at the beginning of Lent.

In the meantime a famous label which has not been seen on tuna for some years is again being well advertised in the Los Angeles area by newspaper, T.V. and radio: the "Del Monte" label of California Packing Corporation, packed on Terminal Island.

As reported in *Pacific Fisherman* of the March issue, Japanese interests are planning to manufacture luncheon-type tuna products, as loafs and sausages. Breast-O'-Chicken of San Diego has already developed a process for manufacturing a tuna spread in cylinder-style, "saran" package. This is being extensively advertised in Southern California, and a national marketing program is contemplated.

National newspaper advertising of tuna is now under way by an eastern advertising agency representing an advertising fund raised by a combination of Japanese tuna producers and the Japanese government. No particular brand was emphasized. Tuna in general was the focus.

"United States", 9th New National Clipper, at Sea

● Ninth clipper of a series of steel vessels built by National Steel & Shipbuilding Co., San Diego, the *United States* sailed for tuna early this spring.

Shown on the cover of this issue, the beautiful clipper is 127′ long; powered with a Fairbanks-Morse 960-hp. model 3808 propulsion unit, with twin Murphy diesel auxiliaries.

The clipper largely follows the pattern as her eight sister ships, the last of which was the *Independence*. Two more such vessels planned for construction by National Steel, which also has on the boards design for a 103′ tuna fishing boat to operate in the waters of Peru.

The new boat's beam, moulded, is 30′6″; depth, moulded, 14′6″. Total fish capacity, 340 tons; total fuel capacity, 48,551 gallons; fresh water storage, 4,000 gallons; lubricating oil capacity, 1,600 gallons.

The auxiliaries are 6-cylinder, 4-stroke cycle, developing 191 hp for continuous duty at 1200 rpm.

Electric Machinery Company has provided the generator system: 6 pole, 125-kw at 80 pf., 56 kva, 240 volts, 3 phase, 60-cycle, 3 wire, 200 rpm, single bearing.

Tuna is handled under refrigeration by the operation of four Worthington 6″x6″ ammonia compressors, each driven by a 30-hp. electric motor.

As are all National Steel boats, *United States* has an all-steel, electrically welded hull, with a longitudinal framing system.

Sperry's magnetic compass pilot provides automatic and manual steering, driving through a National Steel worm gear unit.

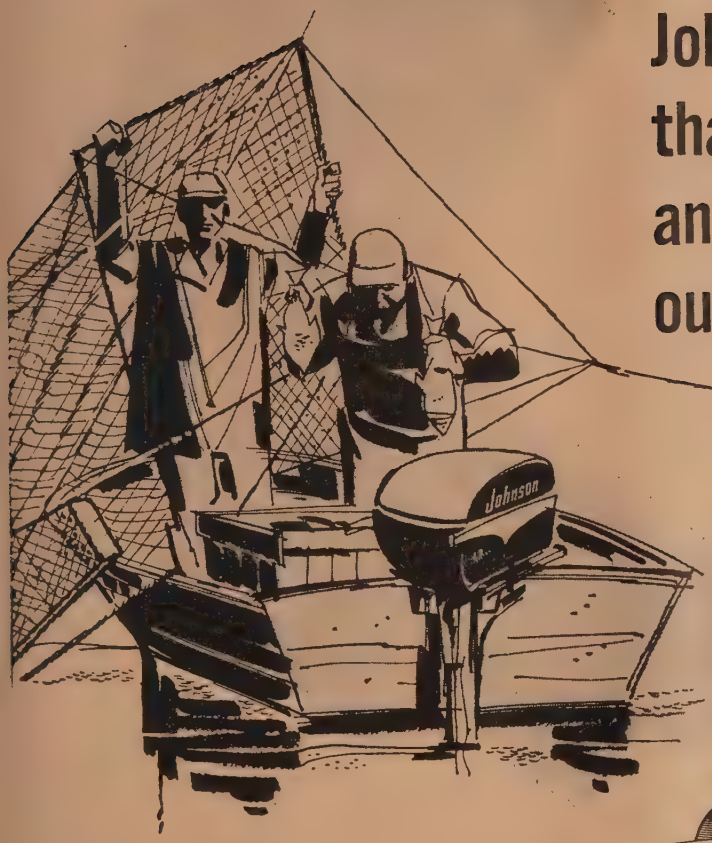
Further details on the propulsion unit include the fact that the engine works with a Western Gear Seamaster reduction gear, 3:1 ratio, and the engine is rated at 960-hp., 720 rpm.

Eddie Da Silva is skipper of the vessel, on her first voyage.

Other standard equipment includes a Raytheon Fathometer, Monel shaft, Goodrich Cutless bearings and a five-bladed propeller.

The *United States* will fish for Westgate-California Tuna Packing Corporation, under the management of National Marine Terminal.

More commercial fishermen depend on Johnson Sea-Horses than on any other outboard motor



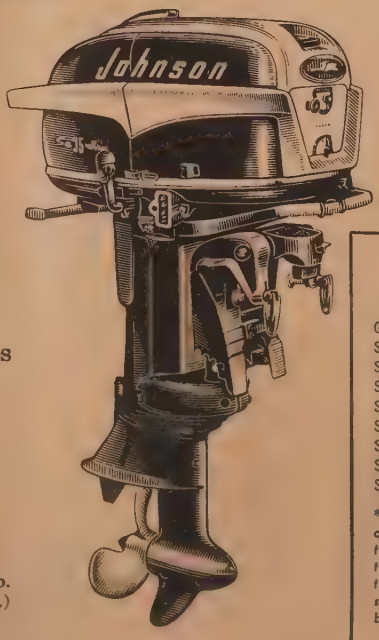
In fresh, and salt water, too, fishermen find Sea-Horses are work horses

New for '57—"sweetest-running Johnsons ever"

There are two new power classes in our '57 line—with five load-loving Johnsons now delivering 18 or 35 hp. Nine new motors in all, each now equipped with a drive pin saving slip-clutch. And each protected against salt water corrosion, so no flushing is necessary.

Johnson leadership in commercial outboard sales and use stems from one fact . . . Johnson dependability. Hour after hour, year after year, Sea-Horses deliver the goods—at all speeds and under all conditions of load. See your Johnson dealer now. He's listed in the Yellow Pages.

FREE! 1957 Sea-Horse catalog, write: Johnson Motors, 196 Pershing Rd., Waukegan, Ill. (Div. of Outboard Marine Corp. In Canada: manufactured by Johnson Motors, Peterborough, Ont.)



FOR '57! A WIDE AND WONDERFUL CHOICE!

Golden Javelin*	35 hp.	$625
Sea-Horse 35*	35 hp.	585
Sea-Horse 35	35 hp.	495
Sea-Horse 18*	18 hp.	475
Sea-Horse 18	18 hp.	395
Sea-Horse 10	10 hp.	340
Sea-Horse 7½	7½ hp.	260
Sea-Horse 5½	5½ hp.	230
Sea-Horse 3	3 hp.	155

**12-volt electric starting (new quick-charging 10-ampere generator with automatic voltage regulator available as accessory on first two models). Prices f.o.b. factory, subject to change. OBC certified brake hp at 4000 rpm (18s and 35s at 4500)*

A million Sea-Horse owners will tell you ***JOHNSON KNOWS BEST***

Policy, Principles and Philosophy of Alaska Fishery Regulation—1957

Condensed from an address by DONALD L. McKERNAN

NOTE—Mr. McKernan is Alaska Administrator of Commercial Fisheries, and is expected to become Director of the Bureau of Commercial Fisheries, United States Fish and Wildlife Service. This article is a condensation of an address which he delivered at the 19th Annual Salmon Cutting, Seattle, March 12.

● What I want to discuss with you today is this: Are the severe restrictions on Alaska salmon fishing worthwhile? If we don't know precisely what has caused the decline in salmon runs in Alaska, what are the bases of our regulations?

Essentially, past regulations have been designed to reduce the total harvest. They have been based upon the assumption that management's responsibility ended with allowing 50 per cent of the run to escape. But the folly of this hypothesis has now become evident in the depleted salmon runs. It is obviously not enough to presume that we can conserve our salmon by simply limiting the catch. Other features must enter our regulatory formula. The total number of salmon escaping is not by itself insurance of a continuance of the runs.

What then is the basis for our management today?

We can show conclusively that simple overfishing has not been the primary cause of depletion. Then, can we erect a working hypothesis which will stand the careful scrutiny of scientists and experienced salmon men? Can we draw up a broad framework upon which to base our regulations and, of greater importance, upon which to build and add scientific evidence as it becomes available? If we can derive such a formula, it will be possible to progress without change in direction, without change in policy, and with some assurance that the most probable results of further scientific study will fit into the framework and build a more sturdy and lasting management program.

For purposes of our present management policy we are assuming that any run of salmon to a lake system or river is constituted of a complex of sub-races or runs which are characterized by returning to separate environmental niches within the single system year after year. We are assuming they are separate with little transfer with other sub-races within the same river system. They migrate as adults separately and may migrate through the fishery at a different time.

● Using our known facts plus the assumptions just mentioned we then can evolve a principle upon which to base our regulation of the harvest. This principle is simply stated as a desire to allow a harvest of equal proportion from all discreet or separate units of a run. That can be stated in this fashion; escapement is needed from early, middle, and late portions of a run rather than from just the late members of the run or the middle or from the early part of the run. For the technical minded, we want an escapement which is normal with respect to the run itself composed of both catch and escapement.

How are we implementing this principle? Everyone in this room is familiar with our efforts to stabilize and reduce fishing effort by a number of means. In Southeast Alaska we have limited the number of traps and reduced efficiency of purse seine gear. In Prince William Sound and Cook Inlet fishing gear is being curtailed by various means. In Bristol Bay fishing effort was reduced about 40% last year over the previous year.

There are signs that this principle of "normal escapement" is paying off. Despite a very moderate run of salmon in most districts of Alaska, the escapement of most parts, early, middle and late runs showed distinct improvement. Even so, *the ultimate test of this approach to fishery management will be found in the restoration of the Alaska salmon runs. Instead of the present 3 million-case pack, we will expect a consistent 5 to 6 million-case harvest each year.*

What about the future? What can you, the Industry, reasonably expect in the way of improved salmon runs and improved management? It seems obvious that the most important result of our present increased efforts in research, management and enforcement will be restoration of the salmon runs.

What I am anxious to impart to you is this. The Service does have a "new look" in fishery management in Alaska. Our policy is to improve the "quality" of salmon escapement by providing escapement from all segments of a salmon run. Furthermore, we are looking towards the future; towards the time when we can not only manage a fully restored resource, but when we can predict the fluctuations in abundance of the runs with a high degree of accuracy.

1957 Alaska Regulations Follow "New Look" Pattern

● The regulations produced to implement in 1957 the policy, principles and philosophy of Alaska fishery regulations enunciated by Donald L. McKernan, Alaska fishery administrator, in the accompanying article followed closely the pattern indicated at the hearings held throughout the operating areas last fall.

The area registration provisions, instituted in 1956, which prohibited movement of salmon fishing boats and nets from one area to another, proved effective and will be continued.

The fishing gear timetable of control used in Bristol Bay in 1956 will be continued and expanded. One new feature in Bristol Bay is that the picking of salmon from gill nets is deemed to be a part of the fishing operation and must be performed by the fisherman to whom the gear is legally registered.

In the Alaska Peninsula area gear timetable control will be applied in the Bear River district. Only the fish-

ing time to be allowed at the opening of the season will be affected. Weekly adjustments are not provided for. A relaxation in the northeastern district will permit purse seines to be used as far east as the entrance to Port Heiden, after July 10. The July 10 date has been specified to insure that Bristol Bay red salmon runs will have passed that area before the season opens. On the south side of the Alaska Peninsula the Pink salmon season will close August 2 because of anticipated smaller runs of Pink salmon.

In the Chignik area the closed waters at the inner end of the lagoon have been increased to prevent overfishing there at low tide. To reduce the fishing effort further, all traps in the area have been closed for 1957, and the weekly closed period has been split so as to provide more even escapement to the spawning grounds.

● The main change in the Kodiak area is the elimination of the midseason closure during the Pink salmon season. This relaxation will be offset by an increase in the weekly closed periods, designed to provide more even distribution of escapements.

In Cook Inlet gear timetable control during the Red salmon season from July 1 to July 27 will be applied. It will be of the type designed for the Bear River district in the Alaska Peninsula. As in Bristol Bay, during the July 1-July 27 season gill nets will be required to be picked by the crews to whom registered. In addition, the regulations have been rewritten to close areas where set nets are not now used in order to prevent any expansion in the use of that type of gear.

In Prince William Sound the season will not close until August 10. However, in order to limit the fishery, in view of the mediocre runs expected, fishing will be controlled by reductions in gear. Essentially, gear reduction in 1957 is to be accomplished by voluntary closure of all but 11 of the 42 traps; increases in closed areas in a number of bays; and gear timetable control of purse seines based on 135 seines. The closing date of the seasons will be advanced according to the timetable if there is any increase in seines above that number.

● Southeastern Alaska will have essentially the same Pink salmon conservation program which has been in effect since 1954 and has shown promising results.

Two major changes were made in the gill-net fisheries. The first is to provide for limited use of gill nets at Lake, Salmon, and Red Bays to harvest the Red salmon runs which have not been tapped in recent years.

The waters of Portland Canal have been opened to the use of gill nets. The International Boundary between Alaska and Canada runs down the middle of Portland Canal and on the Canadian side of the line the use of gill nets is permitted.

19th Salmon Cutting Proves High Quality of 1956 Pack

● Quality of the canned salmon pack of 1956 was well above average in the composite view of 165 judges who examined some 700 cans chosen from the pack and scrutinized at the 19th Annual Canned Salmon Cutting in Seattle March 12.

Moreover, the findings of the judges at the cutting reflected closely the inspection by the staff of the Northwest Branch of the National Canners Association, Walter Yonker, its manager, told the hundreds of salmon cannerymen who attended the cutting.

Specific reports of the cutting examination were:

Chinooks and Kings—60% graded *"Good"* or *"Better-than-Average"*; 30% *"Average"*; 10% *below average.* These latter were all due to fish of lower grades within the species. Workmanship on 1-lb. cans was not good. Report by Scott McLeod, Columbia River Packers Association.

Red and Sockeye—Cans examined, 219. Appearance was rated: *Good normal;* salting, *irregular,* with 13% undersalted; Filling, generally *below average;* Color, *good;* Marks and bruises, *average.* Report by Ray McFarland, Libby, McNeill & Libby.

Coho and Silver—99 cans cut; appearance, *good;* Color, *average or better;* cleaning, *good;* Filling, *average;* marks, *good;* salting, *poor* (but this was occasioned by the fact that three "dietetic," unsalted cans were included in the sample by mistake); watermarking, *average;* cooking, *good.* Report by John Lauc, Halferty Canneries, Inc.

Pink—Color, *average* to *better-than-average;* watermarking, *some;* cleaning, *below average;* filling, *below average;* marks, *below average;* salting, *good.* Report by Walter P. Shiel, Jr., W. P. Shiel & Co.

Chum—107 cans examined. Workmanship, *above average;* filling, *above average;* cleaning, *good;* salting, *normal;* cooking, *normal;* color, *above average;* marks, *average;* oil, *above average;* condition, *good;* general rating, 14 cans *good;* 24 cans *better-than-average;* 53 cans *average;* 13 cans *poorer-than-average;* 1 can *poor.*

The 19th Salmon Cutting of the Northwest Branch of the National Canners Association was featured by the attendance of Carlos Campbell, executive secretary of the N. C. A.; George Steele, Jr., director of its Fishery Products Branch; and the dedication of the new Northwest Laboratory at 1600 Jackson St., Seattle.

Skeena River Regulations Under Consideration

Skeena River Sockeye salmon fishing will open July 7 if recommendations made by the special management committee for that area are put into effect by the department of fisheries. Chief Supervisor of Fisheries A. J. Whitmore and Dr. R. H. Needler, director of the Pacific biological station, Nanaimo, are members of the committee.

The committee recommended that prior to July 7 only gillnets having mesh not less than 8 inch linen or 8½ inch nylon be permitted, and that prior to that date a 72 hour weekly closed period from 6 a.m. Thursday to 6 p.m. Sunday be maintained.

After July 7 and until the end of the 1957 fishing season the committee recommends varied close times designed to fit in with the planned regulation of spawning stocks as determined by the committee's scientific advisers.

From July 7 to July 28 a 96 hour weekly closed period will be in effect. From July 28 to August 11 the closed period will drop to 72 hours weekly. The 96 hour closed period will again be put into effect between August 11 and September 1, after which the 72 hour weekly closure will continue to the end of the season.

Depletion of Antarctic Whales Causes Concern

George R. Clark, Canada's deputy minister of fisheries, has been reappointed a member of the International Whaling Commission and he will attend the sessions of that body in London on June 24.

The big problem to be discussed in London will be the declining stocks of whales in Antarctic waters as a result of the extensive operations carried on there by representatives of several nations, notably Japan and Russia.

Co-operation at Tokyo Cheering to Delegates

Complete harmony prevailed at the meetings in Tokyo in March under the sponsorship of the International North Pacific Fisheries Commission, according to George R. Clark, Canada's deputy minister of fisheries and chairman of the commission, who was the first to return to the coast after the sessions.

"The Commission's program, of course, will extend over many years, but so far there has been an almost surprising degree of co-operation," Mr. Clark told *Pacific Fisherman* in Vancouver on his way back to Ottawa. "This is especially gratifying when it is considered that the three-nation undertaking is without precedent. We are traveling a course that has never before been charted."

The scope of the research effort being carried out by the Commission is indicated by the fact that 25 vessels have been engaged in its work, and Mr. Clark says that the oceanographic cruise recently completed is of special significance inasmuch as research on the high seas at that season of the year has never before been undertaken.

Mr. Clark denied published reports that the Japanese had indicated objections to the present arbitrary division of fisheries at the 175th meridian. He said that at the Tokyo meetings there had been no reticence on the part of the Japanese, Americans or Canadians in expressing opinions, but viewed as a whole there was full recognition of the fact that research has so far not reached the point where definite conclusions can be drawn.

"One thing is certain, and that is that we are learning a great deal more about the migrations of salmon offshore and that we are learning all the time," said Mr. Clark.

Nothing can be done in any event to alter the mid-Pacific boundary of fishing as determined by the original meetings of the Commission until 1958 and the abstentions, of course, will apply indefinitely respecting the three species of fish covered—salmon, halibut and herring. However, at the Commission's next meeting in Vancouver November 4 there will be reports based on research being continued until that time, and the commissioners will have a comprehensive body of data on which to base its future policies. Preliminary to the Commission's meetings, which will start with an open plenary session, the committee on biology and research will meet October 28 with a view to studying and co-relating the material produced by the scientists.

The committee on biology and research met in Tokyo during the week of March 18 to plan and co-ordinate details of the 1957 research program. Oceanographic research vessels connected with this program are already active in the North Pacific, and they are being followed by vessels studying the distribution of salmon throughout their range and later by other vessels engaged in mid-ocean tagging of salmon for later recovery in their home areas. The data obtained in these various operations, together with the results of this year's salmon fishing operations, will be available to the Commission when it assembles in Vancouver in November.

Roy I. Jackson, executive director of the Commission, and Dr. H. Kasahara, assistant director, remained in Japan for a couple of weeks after members of the Commission from this continent returned to their homes.

The U. S. group was headed by Edward W. Allen, Seattle; Milton E. Brooding, San Francisco, and John H. Clawson, Anchorage. Their advisors were Dr. L. A. Walford, W. C. Herrington and William Terry of Washington, D. C., and Dr. W. F. Thompson, C. E. Atkinson and R. Fredin, Seattle.

The Canadian delegation, in addition to Mr. Clark, was composed of James C. Cameron, Madeira Park, B. C., with scientists from the Pacific Biological Station, including Dr. A. H. Needler, director; K. S. Ketchen, M. P. Shepard and James Manzer, biologists. John P. Tully suffered a heart attack shortly before the party left Vancouver and was still in the hospital in mid-March.

The principal Japanese participants were Commissioner M. Okai, director of the Japanese Fisheries Agency; Commissioners I. Fujita and Dr. M. Fujinaga, chief of the research division of the Fisheries Agency.

The principal subject of research now being undertaken is to determine whether or not salmon from Asian streams mingle in the sea with salmon from the streams of North America. The Tokyo sessions were divided into two series, one being to discuss the status of salmon, herring and halibut fisheries along the Pacific coast of Alaska, British Columbia and the U. S. Japan had agreed to abstain from fishing these stocks on condition that the U. S. and Canada maintained a maximum sustainable annual harvest from them, coupled with a full research program and adequate enforcement of conservation measures.

The other series of meetings was held by the commission on biology and research. Beginning next year the Commission must decide annually if stocks of fish protected under the abstention clause of the treaty continue to qualify, or if the abstention should be lifted.

Minimum Standards Set For Canada's Fish Plants

More than 60 representatives of the British Columbia fishing industry, the provincial government and Vancouver health authorities conferred with Fisheries Deputy Minister George Clark recently on the question of uniform minimum standards for plants producing fish and shellfish products for export.

A voluntary program of plant inspection is being instituted in British Columbia effective May 1.

The minimum standards were drawn up by the technical branch of the fisheries department's inspection and consumer service following intensive research and investigation.

The program is a part of the department's policy to maintain peak quality from the time fish are caught until they reach consumers.

Haywood to Headline NFI "Customer Day"

D. M. Haywood, manager of Certi-Fresh Sea Foods and Rupert Fish Co. at Los Angeles, will be one of the three primary speakers at the opening formal session of the National Fisheries Institute convention in Chicago, April 28-May 1.

This will be on the April 29 morning program, which will be devoted primarily to the fish business's customers.

Mr. Haywood will review the fresh fish and shellfish phase of the industry's relation to its customers.

During the day, a "Boulevard of Brands" will exhibit members' brands and packages.

The convention, which will open with a Trade Show Sunday, April 28, will include — in addition to Customers' Day activities — workshop sessions, speeches of international importance and the annual election of officers. A dinner dance Wednesday evening will close the convention.

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This closer operator—running a machine which forms our rope—is with your Wickwire Rope Distributor every time he makes a call.

True, he's physically in the mill, where he's carefully conducting this final fabricating operation. But, whenever your Wickwire Distributor makes a call, he has the full assurance that every foot of Wickwire Rope has been carefully assembled by skilled craftsmen . . . and that it will give you long, trouble-free service on your job.

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"The Future Depends

Upon Adequacy of the Scientific Answer to the Public's Inquiries"

By W. F. THOMPSON

• A serious situation exists in the Alaska fisheries, the consequences of which must be faced squarely by the industry which utilizes those fisheries for the benefit of the American people, of whose natural resources they constitute an important element.

After a half-century and more of study and control, we find these fisheries today are subject to increasing intensity of fishing pressure, while the yield is at an all-time low.

International attention is being directed to this situation, and there will be increasing demand for even more severe regulation. Moreover, the great economic loss as result of the low catches, and the warning raised by the condition of the resource, makes public criticism certain if the condition continues.

In the face of all this, we do not know how much of the trouble is due to natural causes, or how much of it traces to overfishing. After more than 50 years of study, we do not know how the species reacts to great mortalities.

The logical basis for dealing with this situation has not been completed. Even though the necessity for restraining fishing effort is granted, we do not know how far this restraint must go.

The industry may face tremendous losses if you do not know even approximately what escapement is necessary; what part natural fluctuations play; or how nature meets these losses, whether they are due to Nature or to Man.

There is one thing certain: After the record of the last 50 years, remedial action will be what the public regards as on the safe side, regardless of the financial effect upon the industry; and if the situation continues it may well be that the remedial action will become increasingly strict, unless a new knowledge and understanding of the causes of the condition justifies restraint in regulation.

It is time to realize that your future, in the face of this increasing threat, *everything* depends upon the adequacy of your answer. If you cannot show the public that natural causes are responsible, you must expect to be blamed for the situation; and you cannot in justice criticize the public for taking no chances with the resource if there is any doubt whatsoever. Never forget that the public has tremendous power, and that the nation is the actual *owner* of the resource you develop and distribute to it.

It seems to me that it is time we made clear our ideas as to how this situation must be met. The time is here for an accounting, both within our own house, and in our international relations. Tomorrow you must face decisions which will shape the future of your industry for a half-century.

What has been done in the first half-century to get the actual answer to the question of what happens to the salmon resource when you make your catch? Have you been irresponsible in your exploitation of the resource? Has the federal government been irresponsible in its stewardship?

What must you do now? What is needed? What answer can be given when the government says it must preserve the resource in the way it best knows how? Do you wish to sit back and let some one else find out for you the consequences of your fishery?

If there is no cause for worry, who is to convince the world of that fact?

If this fishery is to be regulated rationally, we must know the consequences of changes resulting from natural causes, and from Man's activities.

The basic problem of salmon biology is this: *What produces the phenomena of fluctuating runs? How can we measure these influences and anticipate their effect?*

This industry's future depends upon the adequacy of the scientific answer to the public's queries, and to the scrutiny of other nations.

NOTE—Dr. Thompson is director of the Fisheries Research Institute, University of Washington. This article is his introduction to the Institute's report on its studies, made to the annual Salmon Research Conference, held at Seattle March 13.

Nushagak Forecast—1957

• Nushagak Forecast for 1957 was put forward this spring by the Fisheries Research Institute as a two-lane design, separated by a slight hedge.

Last year the 1956 Nushagak Forecast fell far short of the remarkable accuracy which had marked the three preceding prophesies, a failure which scientists widely ascribed as due to abnormalities in the behavior of the 1954 seaward migrants during their sea life of two winters.

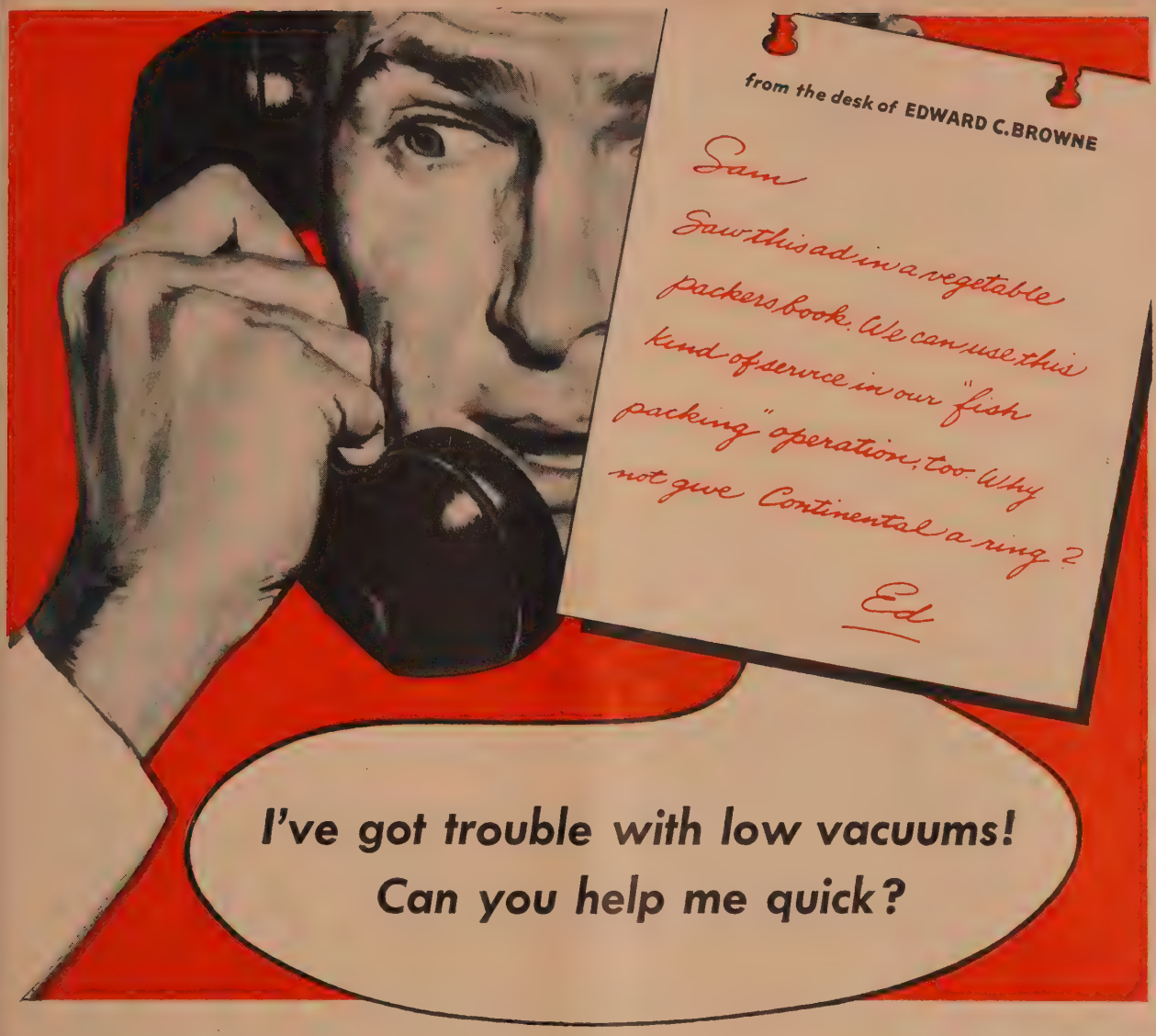
The vagary of this 1954 migrant group in its year of expected return, 1956, was taken into consideration in the 1957 forecast of the F. R. I. As Dr. W. F. Thompson, director of the Institute, voiced it: "We are attempting to test for the first time what happens to the salmon in the sea. We face the demands of this test in our forecast for 1957, which is based on two variables, one of which must account for the extraordinary behavior of the Nushagak run in 1956."

• The forecast itself, as enunciated by John R. Gilbert of the Bristol Bay staff at the close of the 1957 Fisheries Research Conference, was:

1. *If the* 1954 *seaward migrants were delayed an extra winter at sea in* 1956, we can expect them to add from 3 to 4 million fish to the 1 million two-winter fish we expect from the 1955 seaward migration, for a total run of 4 to 5 million.

"2. *If the seaward migrants of* 1954 *encountered abnormal mortality at sea,* we cannot expect more than 1.6 million three-winter fish in 1957 which, with 1 million two-winter fish, would give a total run of 2.6 million."

• The research conference reviewed the F.R.I. studies designed to provide the basis for forecast in all its project areas, discussions being presented by Dr. Thompson, Mr. Gilbert, R. L. Burgner, Dr. O. A. Mathisen, Dr. S. Y. Koo, John Rooss, F. V. Thorsteinson, D. E. Bevan, W. H. Noerenberg, J. W. Martin, A. C. Hartt, W. L. Sheridan and H. D. Smith.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Ed
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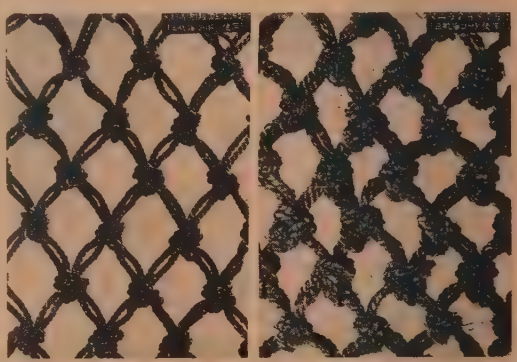
The photos below show the portion of the cod-end of trawl nets which are made of Manryo netting (left), and manila hemp (right) to make comparison of the conditions of wear both after having undergone operations of three voyages. They show that manila hemp has already worn out considerably, displaying greater roughness whereas Manryo shows almost no damage.



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PACIFIC FISHERMAN'S NEWS

APRIL 1957

Law Violations in Halibut Trade Cut Almost in Half

● Halibut violations were cut-back sharply during the 1956 season—cut-back by an estimated 45%—according to F. Heward Bell, assistant director of the International Pacific Halibut Commission, in responding to an inquiry by R. M. Winslow of British Columbia Packers, Ltd., at the time of the annual conferences of the commission with the industry.

Mr. Winslow raised the question just as the initial session was closing with a conspicuous lack of any comment on violations. A year before much of the meeting had been devoted to the subject. Hearing no further comment, Mr. Winslow asked if cure had resulted.

"The progressive deterioration in observance of the regulations, which began in 1952 has ben stopped", Mr. Bell read. Note that he said the "progressive deterioration" had been stopped; not that the violations had ended.

The improvement, which was particularly evident in the Puget Sound area, where conditions had been most lamentable, he attributed to the consolidation of enforcement efforts with the Washington Department of Fisheries, the U. S. Customs, and the U. S. Coast Guard working together and under stepped-up pressure. The several arrests and sharp penalties proved powerful as a deterrent.

Mr. Bell also cited several other conditions which he felt contributed to the improvement. Notable among these were: the extension of the halibut season with lay-days until the permit fishery for other species with set-line gear was reduced to a minimum; late opening of the troll salmon season; closer policing of the trawl fish landings. Of these causes, he rated the cut-back in permit fishing as by far the most significant. (The obvious possibility of control of violations by commission cancellation of the privilege of landing incidentally-caught halibut under permit must have been apparent to fishermen in the audience.)

● Whether crime pays is questionable.

Discussion at the meeting indicated that ilegal halibut was generally traded on the basis of 60% of the going marked price for on-the-level.

Gus Johansson Heads Cal. Commercial Fishermen

Gus Johansson, fisherman known from Alaska to San Diego and beyond, with his wife who fishes with him and "the dog", has become 1957 president of the California Commercial Fishermen's Association, offices in Terminal Island.

He is skipper of the *Belle J II*. Ray Hamilton of the *El Gralo* is vice president and Russ Farnell, *Dorothy R*, is secretary-treasurer. Incidentally, Russ' wife, Dorothy, is responsible for much of what is accomplished in the Association.

Belle J. II is the combination salmon troller and Albacore jig boat operated by Gus Johansson, newly elected president of the California Commercial Fishermen's Association. Here he is with Mrs. Johansson, who fishes with him.

New members of the board of directors include Freeman Easton, *Flora;* G. R. "Swede" Armann, *Bali;* James Brandenburg, retiring president, *Anita Jean;* and Doug Pate, *Carol Joan.*

Remaining on the board are Robert Hoag, *Dundee;* Warren Beadle, *New Daisy;* John Todd, *Minnie Belle;* Don Johnson, *Deep Six.*

Pete Repovich is manager of the organization, and Mrs. Mable Winston is secretary.

The office on Terminal Island has been re-modeled, and there have been added many lines of rope, paint, etc. of interest to fishermen.

Fishing Bids Invited

Bids are invited by the U. S. Fish and Wildlife Service from commercial fishing vessel owners for an albacore tuna trolling survey by 10 vessels in waters off Northern California, Oregon, and Washington. Sealed, competitive bids will be received until April 15, 1957 and then publicly opened. Contracts will be awarded to the 10 lowest, qualified bidders by the USF&WS, Pacific Oceanic Fishery Investigations, 2570 Dole Street, Honolulu, Hawaii. Forms for submission of bids may be obtained directly from the Pacific Oceanic Fishery Investigations or at any one of the following places: USF&WS, North Pacific Fisheries Exploration and Gear Research, 2725 Montlake Boulevard, Seattle, Washington; USF&WS, Market News Service, 176 11th Street, Astoria, Oregon; USF&WS, Market News Service, 208 Post Office Building, San Pedro, California; and the California Department of Fish & Game, Eureka, Cal.

"Bering Sea" Disabled At Start of Voyage

The antique east coast trawler *Bering Sea,* formerly the property of Al Davies of Tacoma, was disabled by engine failure off the Washington coast in March shortly after sailing from Puget Sound for what was expected to be the last time. The vessel has been sold to Japanese interests and was to be used to carrying salvaged scrap metal from Pacific islands.

".0005" wear after 7 seasons on T5X"

Leonard Haga, owner of the troller Northern Light of Astoria, Oregon

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SAN PEDRO SEINE SETS

• AL LARSON BOAT YARD docked the *New San Antonio* and *Santa Rita* in March for overhaul and bottom paint jobs with Atlas marine paints . . . the yard is now engaged in construction of the Larson *Aquamaid,* a 16' outboard cruiser . . . *Santa Helena,* the big tuna clipper, fueled at Terminal Island, from General Petroleum's marine station, under the supervision of "Red" Zar before leaving for the tuna grounds . . . the former California Fish and Game Research vessel *Yellowfin,* is reported to be due to become a floating home for a lumberman's family . . . the boat will be used to cruise timber holdings in Central and South America . . .

GERRY LEE MARINKOVICH became Mrs. Tom A. Karuca at Mary Star of the Sea in March . . . her husband is a member of the fishing industry of San Pedro . . . it's another marriage for those associated in the fishing industry; Nina-Jo Oliveri became the bride of Daniel Mircovich, the son of Mr. and Mrs. Sam Mirkovich . . . again, Janie Trutanich is married to Joe Cracchiolo . . . Los Angeles harbor-based boats for sale include the *Anita Jean, Lily H,* a 38-foot Kettenburg, *Arctic,* owned by Mike Ness of Seattle, the *Valor,* the 45-foot *Elmarue,* built in Olympia, Washington, and the *Maria Joanna,* powered with a GMC engine . . . California's Department of Fish and Game has been carrying on a consistent program of studying pelagic fish distribution, abundance and behavior by plane, between Avila and San Diego . . .

Scofield, familiar to all fishermen in Southern California, recently completed a research trip to census the population of sardines, northern anchovies, Pacific mackerel and jack mackerel . . . 65 light stations were occupied between Bodega Bay and Pt. Conception . . . Rosary was said for Mrs. Tomica Kaloper, a resident of San Pedro for 35 years . . . she leaves her two daughters, son Jerry, grandchildren and one grandchild . . .

CHANGE OF ADDRESS: Please send notice of change of address to Pacific Fishermen's News, 500 Howard St., San Francisco 5, Calif., as early as possible, and include both old and new address, plus zone number at new address.

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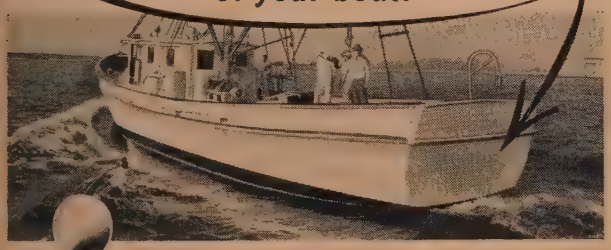

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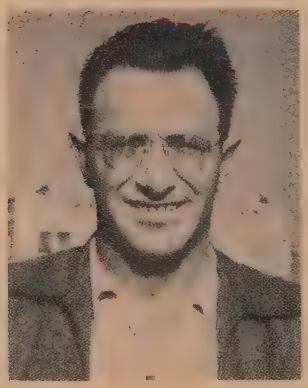

Captain Tony Pisano, top flight California skipper and co-owner of ST. GEORGE II says:

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By PETRALE

Tuna Commission Publishes Tuna Studies

The Inter-American Tropical Tuna Commission has recently published two bulletins dealing with the investigation of tuna resources in the Eastern Tropical Pacific Ocean. The first of these bulletins, authored by Bell M. Shimada and Milner B. Schaefer, evaluates the effects of fishing on stocks of yellowfin and skipjack during the period 1937-1954. Using simple mathematical techniques to standardize differences in fishing efficiency which exists between vessels of various capacity, an annual index of abundance is derived from the catch per standardized fishing effort. The authors concluded from these studies that the apparent abundance of yellowfin has shown marked changes which can be related inversely to the amount of fishing. They were careful to point out, however, that the decrease in abundance of yellowfin as related to increased fishing effort shows that only the numbers of fish removed annually were sufficiently great to noticeably affect the average size of the population. The fact that in recent years (since 1950) the total catch has failed to increase with greater fishing effort may indicate that amount of fishing in recent years has reached or surpassed the maximum equilibrium yield. It is pointed out that if this evaluation is correct then further increases in fishing will not result in a greater level of yield than already attained.

The results for skipjack were quite different. The catch-effort relationship showed marked fluctuations which did not appear to be related to the amount of fishing. The fluctuation was thought to be associated with variations in availability, change in the environment or possibly the presence of dominant year classes. It is concluded that for skipjack it appears that the present rate of catching is not large enough to have noticeable effects on the average population size and that the average annual yield could be greatly increased on a sustainable basis.

A followup investigation by Gordon C. Broodhead on changes in the age structure of yellowfin tends to support the conclusions drawn by Shimada and Schaefer as to the effects of fishing on stocks of this species. A study of log book data collected by the Commission and hook sizes used by the California fleet has shown a decrease in the proportion of large yellowfin caught coincident with the higher fishing intensities. Broodhead points out the possibility that other factors could have been responsible (e. g. changing availability, variations in age, depth distribution, or recruitment) for the proportional increase in smaller fish. He feels that the data, although not conclusive, supports statistical evidence that the fishing pressure has been sufficiently high to affect the stocks of yellowfin in the Eastern Tropical Pacific.

FAWS To Charter Trawler

The North Pacific Fisheries and Gear Research Project of the U. S. Fish and Wildlife Service has issued bid invitations for the services of a deep sea trawler and crew. The vessel will be used to carry out extensive bottom fish explorations in coastal waters from Oregon to Alaska. The proposed exploratory operations will begin on or about April 15 and will continue for a minimum of 120 days and possibly up to 200 days.

The Service has specified the vessel must be of a trawler type of commercial design and not less than 65 feet *registered* length. Other equipment called for in the bid includes 500 fathoms of trawl warp, loran, D/F, radio telephone and a recording depth sounder with a range of 400 fathoms. All operating expenses, gear, supplies and equipment shall be furnished by the contractor, except that the Service will furnish the trawls, spare webbing and twine.

The exploratory trawl program will be a continuation of the program initiated in 1950 to determine the kinds and qualities of demersal or bottom fish available for exploration in areas not now generally fished by Pacific Coast trawlers. The work is expected to add considerable knowledge of bottom fish potentials in areas off S. E. Alaska and in the deeper waters off the Pacific Northwest States.

For further information concerning the project interested fishermen should contact Donald E. Powell, 2725 Montlak Blvd., Seattle, Wash.

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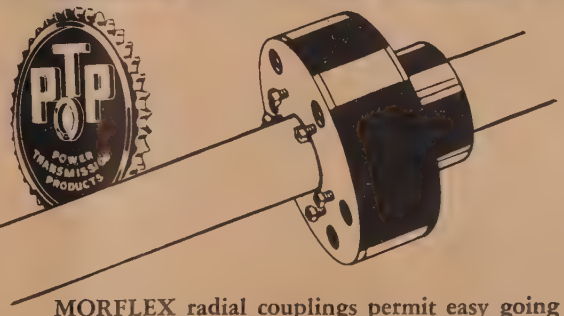

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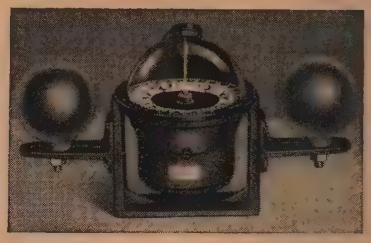

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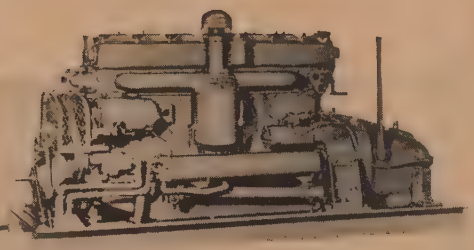

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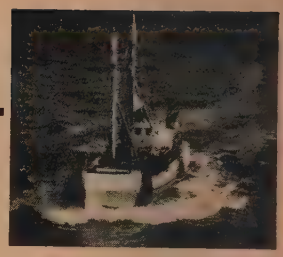

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Fishermen's Insurance Exchange 14 Years Old

The 14th annual meeting of the policy holders of the Commercial Fishermen's Inter-Insurance Exchange was held at San Pedro recently. Due to the absence of Robert S. Duzich, chairman of the board of directors, John J. Karmelich, legal counsel for the Exchange in San Pedro, presided, and Anthony M. Ursich, legal counsel for the Exchange in the State of Washington, recorded the minutes as acting secretary. Policy holders represented at the meeting were from not only San Pedro, California, but from Morro Bay, Calif.; Astoria, Ore.; Tacoma, Seattle, Bellingham, Wash.; and Petersburg, Alaska.

The following policy holders were elected to serve as members of the board of governors: Matt Simundich, John Burich, John Vilicich, Peter Cekalovich, Slavko Ivancic and Anthony DiLeva, all of San Pedro.

Robert S. Duzich is chairman of the board of governors and Nicholas Felando is vice-chairman; Carmen DiMassa is treasurer and Stanley M. Brummel is secretary and general manager. Branch offices of the Exchange are located in Eureka, Astoria, Tacoma, and Petersburg, Alaska.

The Commercial Fishermen's Inter-Insurance Exchange is the only reciprocal insurance exchange in the United States writing marine insurance on commercial fishing vessels. The home office of the Exchange is in the California Bank Building, 413 West Seventh Street, San Pedro.

It was snowing as hard on Lake Union as it does on the Horseshoe Ground when this picture was taken of **Summit**, an Alaska limit combination seine and halibut boat, on her trial trip with her new 156-hp. Allis-Chalmers Buda diesel engine, which turns a 48 by 36" Coolidge propeller through a Capitol 3.88 to 1 reduction gear. **Summit** is owned by Trygve Pederson of Port Orchard, Wash.

Compensation for Injured Engineer Asked of U.S.

William Peck, Seattle engineer of the tuna vessel *Arctic Maid*, who was seriously injured by Ecuadorean gunfire when the clipper was fired upon in 1955, would be compensated by the United States to the amount of $132,000 under a bill introduced in Congress by Senator Warren G. Magnuson of Washington.

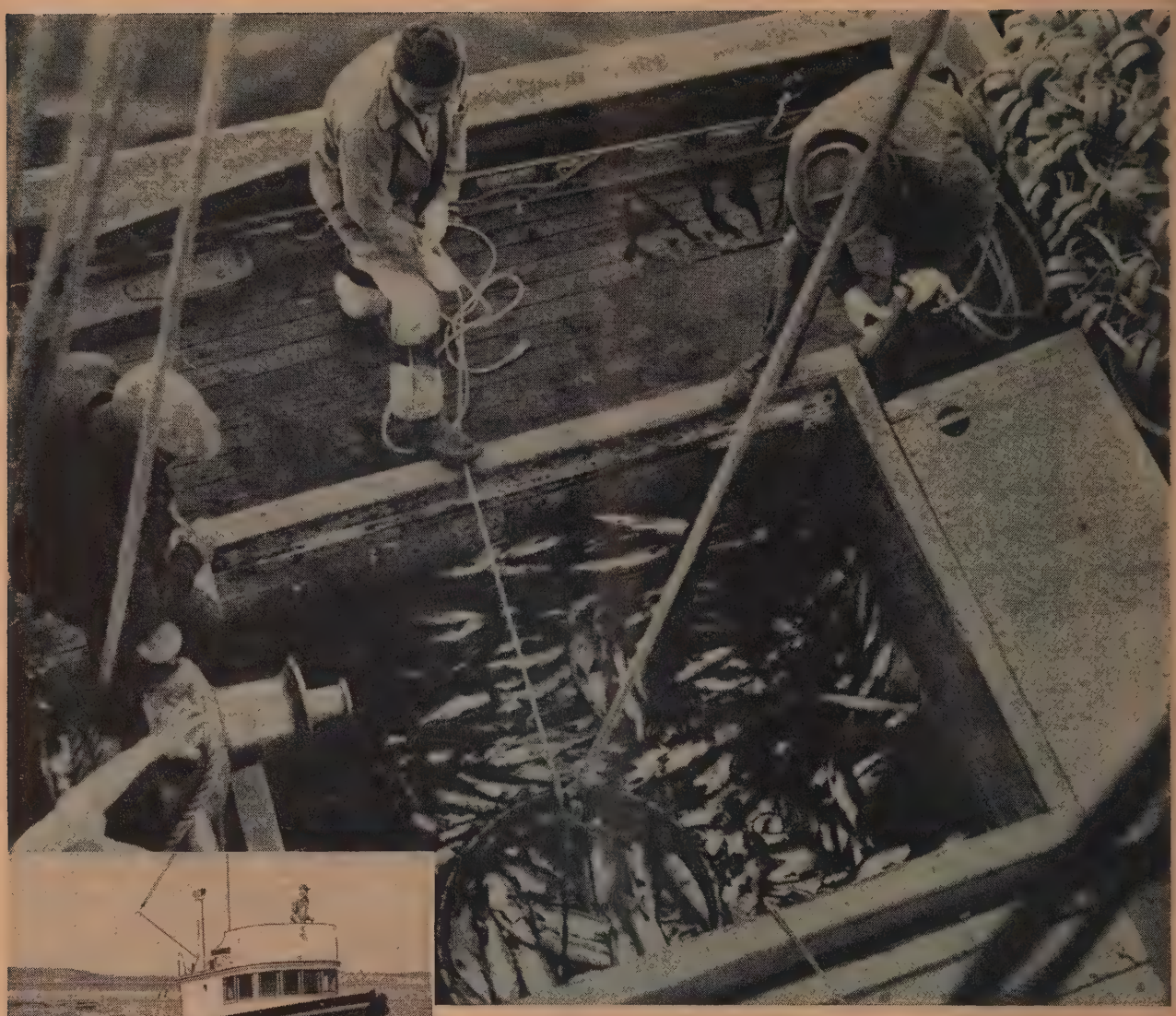
Another bill, also by Magnuson, would compensate Arctic Maid Fisheries, owners of the vessel, in the amount of $93,559 for loss resulting from the vessel's detention in Guayaquil until a fine of $43,481 was paid.

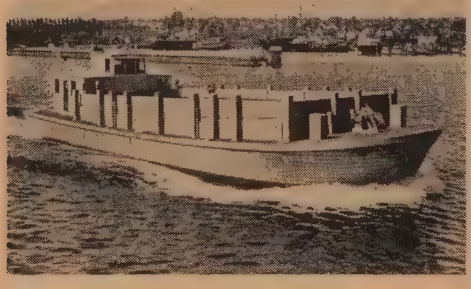
Another "Cat" for Shrimp

For a shrimp boat working from Guaymas, west coast of Mexico, Shepherd Marine in San Diego supplied for the new vessel a "Caterpillar" D-342, with 2:1 Twin Disc gear. The vessel operates for Concepcion de Murillo.

Lovvold Buys "Sunrise"

Rudy Lovvold of Astoria, who lost his troller *Thorvold* off Cape Mendocino last spring when she was run down by a steamer, in late February purchased the 59-footer *Sunrise* in Seattle, taking her to Astoria.





Libby Alaska Salmon Fleet Chooses CHRYSLER Marine Power!

OVER 70 Chrysler-powered boats in the Libby fleet! And the number is growing! As new boats are added to the fleet they are powered by *Chrysler!* As other engines wear out they are being replaced by *Chrysler!* Remarkable proof of the outstanding operating economy and complete dependability of Chrysler Marine Engines.

See your Chrysler Marine Engine Dealer for detailed information or write:

Dept. 4N, Marine Engine Division, Chrysler Corporation, Detroit 31, Mich.

PICTURED LEFT (top to bottom): LIBBY 21, a 37-foot purse seiner; one of 27 Chrysler-powered boats operating out of Moser Bay. OTTER, a 71-foot power scow; one of 38 Chrysler-powered boats operating out of Koggiung. LIBBY "K-6," a 29-foot gillnetter; one of 14 Chrysler-powered boats out of Kenai.

America's No. 1 Marine Engine

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All-Norse Specialists To Direct B. C. Whaling

● Experienced, top-line Norwegian whalers who have spent their whole career in that highly specialized and rugged industry, will direct the whaling operations of British Columbia Packers, Ltd., this year.

This innovation marks a significant departure in policy for Canada's only West Coast whaling operation and it stems from recognition that the men best suited to seek the whale are those who have been trained for that specific purpose. In the past, since B. C. Packers' entry into the whaling industry, there has been a good deal of improvisation in the company's selection of whaling skippers and gunners —the key men. Part-time herring skippers and others have been employed on the company's fleet and in many instances they have performed creditably, but the men who direct the operation at top executive level have become convinced that efficiency can be improved by hiring men with real know-how gained in many years' practical experience in the world's major whaling areas.

Heading up B. C. Packers' all-Norwegian whaling operation is Captain Arne Borgen, an able whaler in his own right and the son of Johann Borgen, an almost legendary figure in Antarctic and Atlantic whaling, who brought out *Bouvet II* from Labrador several years ago—one of the first of the whale ships specifically designed for that purpose which the company acquired to build up its Pacific fleet. Arne Borgen will be fleet captain and actively in charge of whaling operations for the big Canadian company. He has settled his family in Vancouver, although during the whaling season he will be shuttling between head office and Coal Harbor, on the west coast of Vancouver Island, the company's shore station.

Although Norwegian-born, Captain Borgen has been operating out of Newfoundland for several years, and the five other Norwegians who have been engaged to command the whaling vessels of the B. C. Packers fleet this summer have also been active in the Newfoundland area. Captain Borgen has worked for several of the world's major whaling companies, including Salveson & Co., and he recently participated in the Olympic Challenger expedition, off Peru and in the Antarctic.

Dr. C. R. Elsey, company director who among other things is responsible for the whaling activities of B. C. Packers, brought Capt. Borgen to this coast last summer as an observer and a series of conferences subsequently determined the company's new policy. For several years B. C. Packers went its own way, training fishermen to be whalers for at least part of the year, and in this respect was probably unique among whaling operators. Now it is adopting more conventional practice and hiring full-time whalers to perform the tricky job for which they were trained since youth.

The company plans to operate its six vessels — three steel and three wooden—during the coming summer.

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SAN DIEGO BITE-SIZE ITEMS

• *PARAMOUNT* returned to port early in March after combining fishing with carrying a camera crew filming marlin fishing for the picture "Old Man and the Sea" . . . the trip took about three months and went to the Galapagos . . . *United States*, newest of the National Steel clippers from San Diego, has left on her first trip, with Edward Da Rosa as skipper . . . Breast-O'-Chicken at the start of the Lenten season had a TV "spectacular", hour-long, with Maurice Chevalier making a tour of Parisian landmarks . . . Earlier, James B. Lane, company president of Westgate and Harold Requa Jr., sales promotion director, conducted a closed circuit from NBC in Burbank to brokers . . . Puerto Rico is becoming increasingly important for investment by U. S. manufacturers and processors . . . it is rumored that Van Camp may build or finance for its fleet, 160-foot clippers which would have a capacity to keep some of its plants assured of a supply of tuna . . .

INTER-AMERICAN tropical tuna commission has issued its No. 7 Bulletin, which concerns the study of changes in fishing effort, abundance and yield for Yellowfin and Skipjack in the eastern tropical Pacific Ocean . . . American Tunaboat Association recently issued a news letter which contained questions and answers on procedures for obtaining licenses, etc. in Peru . . . the letter also urged further cooperation by the tuna fleet in transmitting weather information from areas fished by the fleet in Mexico, Central and South America . . . Concerning research on oceanographic conditions, etc. affecting studies of tuna, the Scripps Institution now has *Black Douglas, Horizon, Crest, Orca, Paolina T, Spencer F. Baird* and the *Stranger* working at various phases . . .

Wakefield Crab Boat Installs Naud Pneumatic Steerer

When the crabber "Foremost", owned by Wakefield's Deep Sea Trawlers, Inc., Seattle, went north late in February to fish for King Crab south of the Aleutian chain and in the Kodiak area, she was newly equipped with Naud pneumatic power steering system, supplied by Naud Industries, Seattle.

While a number of these Naud steering systems have been in service on tugs and workboats, these were the first to be installed on a fishing vessel.

When asked why they decided upon the installation of Naud pneumatic power steering systems for the "Foremost", Wakefield spokesmen pointed out that these units operate much easier and faster than the conventional manual or hydraulic steerers. Wakefield's is mostly a pot fishing operation where quick maneuverability of the vessel is of paramount importance.

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LUBRICANT RPM DELO OIL

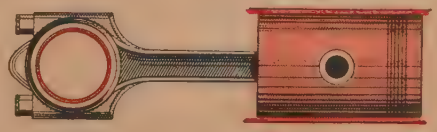
FIRM M/V MIDWAY
Seattle, Washington

10 year old diesel has all original bearings

Skipper Albert Anderson of the M/V Midway says he's never had any trouble with his 165 h.p. Gray diesel in six years of using RPM DELO Oil and Standard's diesel fuel. The 10-year old engine still has all original bearings and, at time of last overhaul, Mr. Anderson reports rings were clear and free..."the engine was clean and in very good condition."

The Midway ranges out of Seattle as far south as Mexico (for tuna), and north to Alaska (after halibut). After six years of such runs on Standard's diesel fuel, Mr. Anderson says, "The diesel fuel always gives me full power and it's so clean I change strainers just three times a year."

Why RPM DELO Oils reduce wear, prolong engine life



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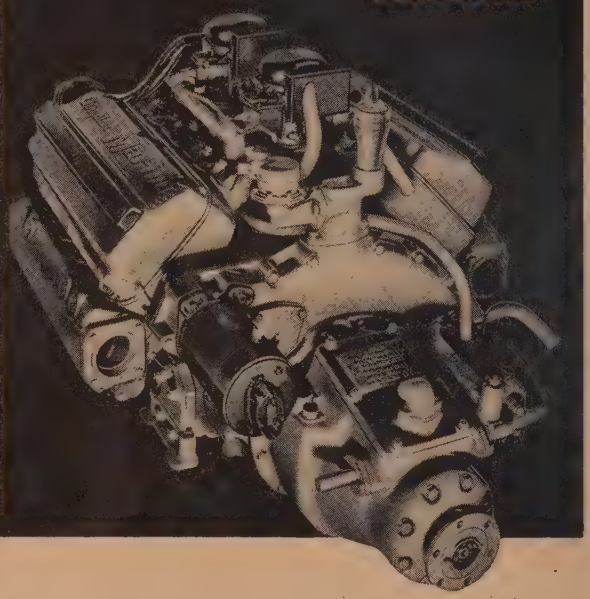

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College Point, L.I., N.Y. SINCE 1925

Early Sport Salmon Catches Off Monterey Encouraging to Trollers

California commercial salmon fishermen watched the opening of the sport salmon season with interest. Although big fish do not come into Monterey bay until a little later, a few "lunkers" were caught early by sportsmen, giving rise to hopes this might be a good commercial season. Fish were plentiful and customers were "limiting out" early in the day but the majority were small.

Owners of sports boats got their vessels in readiness early and now the commercial men are hard at work. American Marine Triple "C", Woolsey Ship and Deck paint, Sta-tite caulking compound, Kuhl's products, and rigging were moving briskly.

Prelude has been sold to Vernon Baird by William Athow who recently moved to Olympia, Wash. Baird will operate the boat out of Moss Landing. The *Sha-ron*, sister ship of the *Prelude*, was sold to Anthony and Herman Botelho of San Juan Battista by Everett Rulofson of Santa Cruz. The salmon boat *Sea Star* was purchased by Ole Beck of Salinas from Leonard Shirrell of Castroville. The *Pandora*, Monterey type double ender, changed owners when Holly Coxon of Watsonville purchased the boat from Jimmy Dale of Moss Landing.

Chuck Maryatt was home on a 30 day leave from the Navy and spent most of that time fishing with his grandfather, Charlie Wilson.

ADVERTISING INDEX

American Marine Paint Co. 29
Bioproducts, Incorporated 35
Bryant's Marina 35
Chrysler Corp., Marine Engine Div. 30
Classified Advertising 35
Columbian Bronze Corporation 23
Commercial Engine Supply 23
Consolidated Net & Twine Co. 26
D'Acquisto & Sons 35
Detroit Diesel Div., General Motors 36
Edo Corporation 34
Floatex, Incorporated 31
Forster Ship Building Co. 35
Freeman, Doc 35
General Motors Corporation, Detroit Diesel Division 36
Harbor Boat Building Co. 32
Hart & Burns 28
In-Mar Company 35
Kettenburg Boat Works 31
Larson Boat Shop, Al 35
Momoi Company 24
Murphy Diesel Company 27
NC Marine 32
Nordby Supply Co. 26
Pacific Fishing & Trading Co. 32
Pacific Telephone & Telegraph Co. 31
Pacific Towboat & Salvage Co. 35
Power Transmission Products 25
Puget Sound Engineering, Inc. 32
Seaside Supply Stores 35
Shore Line Diesel Maintenance 35
Standard Oil Co. 33
Starr Net Co., A. M. 26
Tacoma Boat Building Co. 32
Union Oil Co. 22
United States Rubber Co., Footwear Division 28
White Diesel Engine Division 34
White & Sons, Inc., Wilfrid O. 26

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

WANTED: 1 set of Eureka Gurdies and pulleys. H. L. Henshaw, 1427 Chino Street, Santa Barbara, Calif.

PARTNERSHIP WANTED. Single man, age 32, engine mechanic and electrician by trade, with some commercial fishing experience, desires active investment with successful full-time fisherman. Reply Box 417, PACIFIC FISHERMAN'S NEWS, 3501 Eagle Rock Boulevard, Los Angeles 65, Calif.

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FRANK SIMON ASSOCIATES OFFERS FOR SALE: Commercial Fishing and Work Boats of all types and sizes ranging from $2,000 to $200,000. Write Berth 205A, P.O. Box 834, Wilmington, Calif., or call TE 5-3101.

FOR SALE: Complete Alaska purse seine. Two and one half strips deep. Two hundred fathoms long. Eight inch purse rings. Used two seasons. Price $1000.00. One SurEcho fathometer. Sixty fathoms. 12 volts. Used two seasons. Price $200.00. Call Poulsbo, Washington 4410.

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SAFETY WITH SAVINGS

—so they all installed GM Detroit Diesel Power

Safety aboard ship in for-hire service is the prime reason for their choice of General Motors Detroit Diesel power given by owners of these three 42-foot sports fishing cruisers, operating out of Westport, Washington. They also like the simplicity and dependability of the GM 2-cycle Diesel—and praise the excellent service available from Detroit Diesel Distributors.

"Fleetfisher," "Sea King" and *"Sea Crest"* are each powered by a GM "6-71"—cruising speed @ 1800 rpm, 11 knots; top speed, 13 knots. Leo Bordeaux, owner of *"Sea King,"* says: "I wouldn't have believed the fuel consumption figures if anyone had told me in advance. In one period, I operated the engine 59 hours on 175 gallons of fuel. For eleven trips, fuel cost averaged $2.72 per trip."

For safety, speed and smoothness—with unmatched economy—GM Detroit Diesel is your best buy, whether you operate one boat or a fleet. Ask your nearby distributor or dealer for details.

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DEALERS AT MANY OTHER POINTS

Foreign Fishing Methods

Portugese fishing vessel, on which Peter Schimdt spent several days. Below, net being pulled in by hand, aboard the same ship.

During the last three months of 1956, Peter G. Schmidt, president of the Marine Construction & Design Co., Seattle, accompanied by Mario Puretic, inventor of the Puretic Power Block, made a tour of the commercial fisheries of Iceland, Norway, Denmark, Germany, Holland, England, Portugal and British South Africa, studying fishing methods and applications for the power block.

While in Akranes, Iceland, Mr. Schmidt and Mr. Puretic made many interesting contacts, one of which was Captain Ingvar Palmasson, a research captain for the fisheries research department. Captain Palmasson visited the Northwest a year ago studying herring fishing in British Columbia and was responsible for introducing the Puretic Power Block to Iceland. Another of their contacts there was Sturlauger Bodvarsson, managing director of the Haldur Bodvarsson Co., a progressive Icelandic fisheries firm which owns the boat on which the first Puretic Power Block was used.

Mr. Schmidt's interest in marine construction is shown in the accompanying photographe of a Portuguese fishing vessel in which he made a trip and a typical South African pilchard and mackerel seiner.

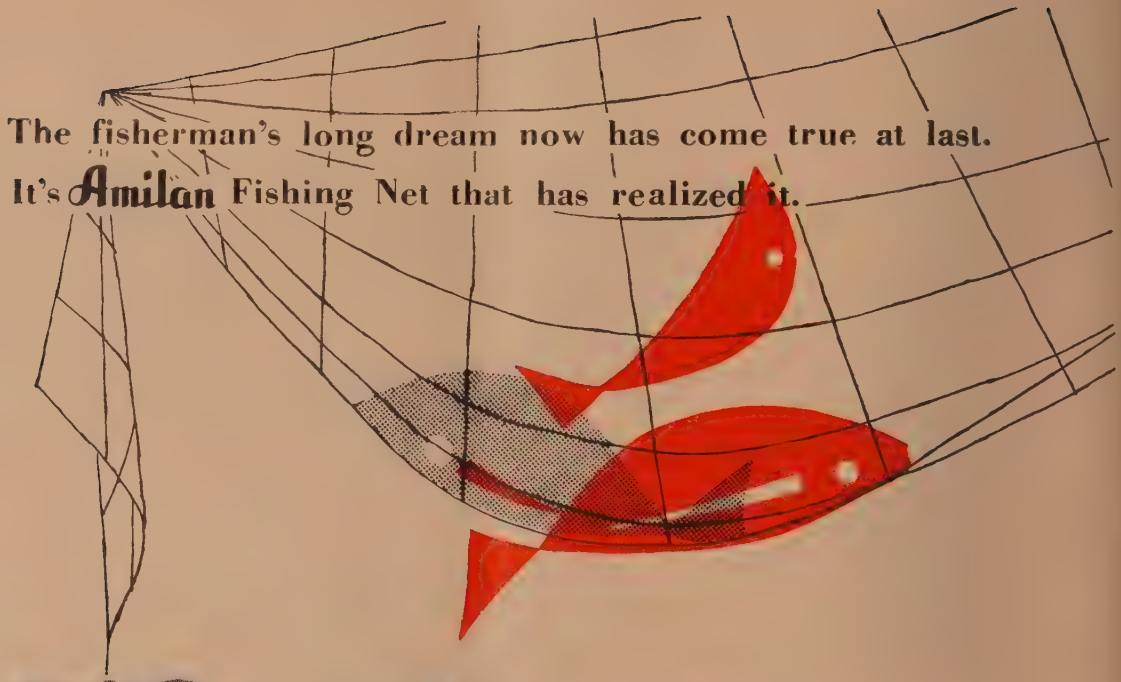
While in Portugal Mr. Schmidt made a trip on a sardine fishing vessel, which was about 80′ long and fished with a crew of 34 men. The net was about 400 fathoms long and 35 fathoms deep. The Portuguese fishing method is very similar to that used on the Pacific Coast except for the fact that they have practically no power equipment and instead use manpower for everything, including brailing. The fishing operation is basically quite efficient and fast but uses a large number of men. In pulling in the net they use about 6 men on the cork line, 15 men pulling web, 4 or 5 men to purse and about 5 men on the bow pulling corks.

About 140 miles north of Capetown, South Africa, at St. Helena Bay, Mr. Schmidt inspected a pilchard and mackerel seiner. This boat is 60′ long, 20′ wide, carries about 130 tons of fish and deck load. The

Ingvar Palmasson, Sturlauger Bodvarsson and Mario Puretic, photographed in Akranes, Iceland.

A typical South African pilchard and mackerel seiner photographed north of Capetown.

Photos by P. G. Schmidt



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South African fishing industry, as it is known today, has basically been built since World War II and all of the boats are quite modern and similar to the vessel he photographed. In South Africa they fish using a lampara style net and their fishing operation is based on very fast handling of a small net. The Puretic Power Block installed on this boat was demonstrated and conclusively proven that their nets could be pulled in in this manner. As a result of these experiments a boat is being outfitted with two Puretic Power Blocks in such a manner that both wings of the net will be pulled in simultaneously.

Husoy of Prince Rupert Heads Pacific Trollers

The Pacific Trollers Association is one of the fastest growing fishermen's organizations in British Columbia. Although it originated only last summer in Prince Rupert, the association is now coast-wide in scope and in the lower mainland alone there are 100 members, 65 in Prince Rupert; altogether, about 400.

P. Husoy, Prince Rupert, has been elected president, and other members representing that port are Harry Hansen and J. Stace-Smith. M. Carr, representing the lower mainland with R. Stanton and H. Haus, is vice president. Other directors: A. Holden, Kyuquot; R. Payne, Ucluelet; T. Hutchinson, Port Alberni; Don Stevenson, Nanaimo; Gil Dicl. L. Heggelund and A. Strang, Victoria.

Floyd Wright Dies

Floyd Wright, treasurer of the Columbia River Packers' Association who suffered a sudden severe illness in Seattle at the end of February while attending the conference of American and Canada fisheries authorities in his capacity as a member of the advisory committee to the Oregon section of the Pacific Marine Fisheries Commission, passed away at home in Warrenton March 13.

One Good Reason for Panama's Rapid Rise in Pacific Shrimp Production

• Rocketing rise of shrimp fishing in the waters of the Pacific adjacent to Panama has carried that country quickly into second place among countries shipping shrimp to the United States; and has produced in Panama a thoroughly modern fleet designed and built for this growing fishery.

Shrimp exports entering the United States from Panama of course are still far short of the volume of imports from Mexico—but with this one exception Panama is the principal supplier. Indeed, in 1956 Panama sent to the United States *more than twice as much shrimp as did any other country,* with the exception of Mexico.

Typical of the modern vessels of the fleet producing the Panamanian shrimp is *Vencedor,* a 62' trawler owned by Manuel Ferreira Fernandez and fishing in the Pacific out of Panama.

The vessel is powered with Caterpillar D342 diesel engine, and closely follows in line and arrangement the design of the American shrimpers fishing the Gulf of Mexico.

Manuel Ferreira Fernandez

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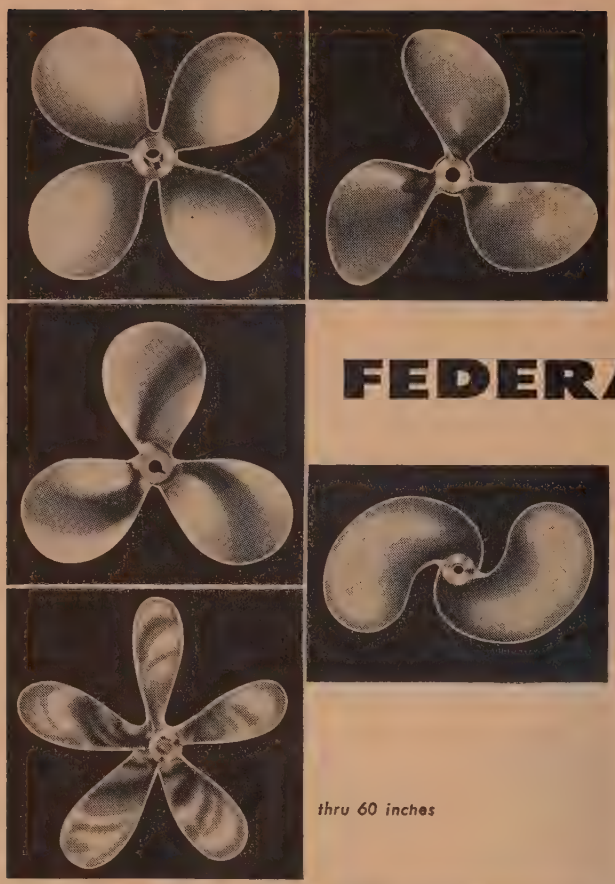

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Two Shadows on Salmon Sales ---

High Retail Prices; Plus Lack Of Industry Promotional Effort

By D. F. BRENNAN

• It has been truly written "Coming events cast their shadows before." For some time now there has been two shadows darkening the salmon sales picture. These two shadows all people in this room will readily recognize

(1) The high retail price of salmon
(2) The lack of industry promotional effort on salmon

Before we examine the shadows, however, let's examine the substance.

The canned salmon industry over a long period of years has made a solid contribution to the welfare and the prosperity of this country.

We have seen the Alaska Salmon Industry in 1936 produce and sell 8½ million cases at a dollar value of $44,000,000. Ten years later, in 1946, we have seen the Alaska Salmon Industry produce 4 million cases at a dollar value of $58,000,000 and 10 years after that in 1956 we have seen the industry produce 3 million cases which they will market at a dollar value of $85,000,000.

This, then, in brief is the story of salmon decreasing production and increasing costs. Although the trend in production is down, there is a definite indication that the corner has been turned and production will gradually rise.

All will agree that the salmon industry, in a united effort with governmental and educational interests, has done much to reverse the trend of downward production. The salmon industry was fortunate enough to obtain the services of the finest minds in these fields to help our industry correct this problem. All evidences indicate that it is being corrected.

Yet, although the salmon industry has vigorously faced up to one side of their problem, namely increased production; they have not faced with the same vigor the other side — increased costs. Consequently, there has been building up a sales resistance in the form of higher retail prices.

That's shadow Number 1.

The Second Shadow

• Let's consider the second shadow darkening the salmon sales picture—lack of industry promotion.

We have tried to show you what is in the offing for salmon sales if the salmon industry pursues their present policy or lack of policy.

But what about salmon sales as of now?

For years we have had more customers than we had product, which is a bad situation because it leads to the conditions just described.

A much worse situation, however, is to have more product than we have customers. And eventually that is what will happen if we continue as we have been doing. This present year perhaps marks the year when demand and supply is closest to being in focus.

• From all indications, for the rest of this present year there should be no change in prices either upward or downward. Lack of industry shipment figures hamper all of us from making more accurate estimates, but from the unofficial sources we gather there probably will be no great shortage of any salmon items and there probably will not be any great carry-over.

In other words, the syrup and the bread will come out about even.

Next year we may be fortunate, and even the year after that, nobody knows; but with a slowly increasing salmon supply and a more rapidly decreasing consumer demand, at some point there's going to be more syrup than bread, and prices and shipment will then become real sticky and it will take a major program to clean up the situation.

Weighing the Potential

• Consider what is currently happening. At our present prices this big U. S. market will absorb from 3½ to 4 million cases of salmon.

Based on 1936 salmon consumption, plus adjustments for increase in population, the United States market could readily absorb 12 million cases of salmon. That's more salmon than is produced in the entire world.

But many things besides price have changed in the last 10 years:

1. The average supermarket formerly handled about 2,000 items, today they handle at least 5,000.
2. Many of these items are in direct competition with salmon. And there are new convenience items coming out every day. It's strange that salmon, the original convenience food, is considered a convenience food only by our own industry.
3. Today's volume of business in products that did not exist ten years ago is astounding.

So bare statistics may not give us the answer, even though on a mathematical basis we could market 12 million cases of salmon. This estimate is based on the theory that

(1) Eating habits do not change
(2) Salmon would be used by a certain proportion of the new population

The Public Is Fickle

• But it doesn't work that way unless we make it, for the public is fickle, and they readily go for new types of foods that are vigorously presented to them. Households that do not consume salmon are going to produce more households that do not consume salmon.

What can be done to dispell the shadows clouding the salmon industry.

I do not intend to expert on either price or promotion, but here are some thoughts for your consideration:

The salmon industry took 15 years to arrive at its present position. We are not going to change the situation over night.

It is going to take a minimum of five years of constant study and attention to produce a product that will retail at a price within the reach of most people and still reflect a fair and equitable remuneration to all involved in it's production — fishermen, cannery men, and employers.

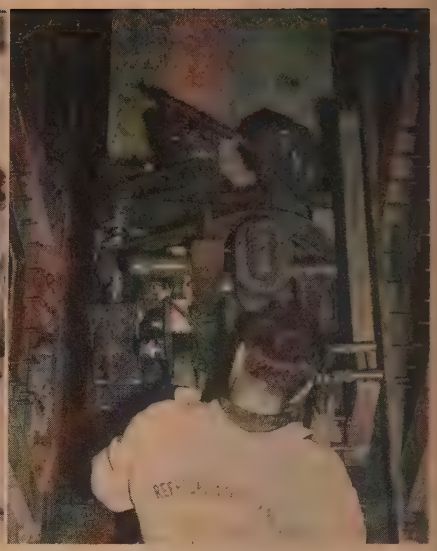
It is going to take a five year plan of industry promotion and education to better educate the current users of salmon and to develop new customers.

• It has been truly written: "Coming events cast their shadows before."

The shadows that are clouding the salmon sales picture can be readily recognized by most people. They are definite problems that must be faced, and like most problems that are squarely faced they can be solved, *Provided we all work together and provided we are not afraid of our own shadows.*

NOTE—Mr. Brennan is sales manager of the Canned Salmon Department of Libby, McNeill & Libby, Seattle. This paper on salmon marketing was delivered at the 19th Annual Canned Salmon Cutting, sponsored by the Northwest Branch of the National Canners Association March 12.

No More Ice For "Sally"



Owner Harold Hines, left, of Port Angeles and sales engineer Ed Genung of Refrigeration Engineering Co., Seattle, on the deck of **Sally**. Right, installing the chilling unit in **Sally's** fish hold. It will be moved foward several feet to clear outlet doors of fish tanks seen at each side.

West Coast ice plants have seen the last of the troller *Sally*. Her owner, Harold Hines of Port Angeles, has installed a Refco SWC 200 sea water chiller and tanks that will keep her catch of salmon in prime condition for ten days or longer while at sea.

Typical of sea-water chilling installations being watched with great interest by fishermen operating off the northwest coast, the *Sally's* equipment includes a compact York freon chilling unit designed and built by the Refrigeration Engineering Co. of Seattle and rugged plywood fish tanks lined with fiber glass cloth and coated with Plastex resin.

The chilling unit requires no perimeter pipe coils in the fish tanks since it pumps chilled sea water directly into the tanks and constantly circulates it through refrigerating coils mounted on the machine. The entire unit is only 42 inches long, 30 wide and 35 high.

As installed in the *Sally*, it sits well forward in the hold, giving ready access to the tanks' three fish doors. Power is supplied by a Sundstrand hydraulic motor operating off the boat's engine.

Although designed to cool 18,000 pounds of fish to 30° F, the Refco SWC package unit in the *Sally* will be required to handle only 12,500 pounds, the capacity of her fish tanks.

Two tanks of 3,800 pounds capacity each are built into the hold, one on each side, and a third with 4,350 pounds capacity sits aft. As salmon are taken they will be slipped through "chimneys" into the tanks below.

While running to the fishing ground Hines will leave the tanks empty. Upon arrival, he will pump them full of sea water, start up his Refco SWC 200 to prechill it and proceed with his fishing.

Said Hines: "I've seen salmon held in chilled sea water tanks at canneries for three or four days. They're beautiful—bright and firm as the minute they were caught, with no weight loss because of crushing and no marks from sharp particles of ice.

"With this setup," he continued, I'll be a one-man operation. I won't have to take time to ice down the fish—just catch them, clean 'em and slip them into the ice cold sea water. I can stay out until I've got a full load."

The *Sally* is a 45-footer, with a beam of 13′ 5″. She is powered by a 4-cylinder GMC diesel, installed during the winter by the Port Angeles Marine Engine Sales Co. Her equipment includes a Raytheon 100-200 Fathometer, 100-watt G. E. ship-to-shore telephone, R. C. A. receiver and direction finder, Loran and Kolstrand Hydra-Hoist power for gurdies and anchor winch.

Skipper Hines will fish off the Oregon and California coast this season, he said, and invites fellow fishermen to observe his sea-water-chilling operation.

Canadian Herring Fleet Adds Three New Ships

Prince Rupert Co-operative Fishermen's Association plans to make a stronger bid this year for herring, and as a step in this direction is building a fleet of modern seiners.

Launching of the 72' x 21' Blue Ocean at the Matsumoto shipyard was reported in February PACIFIC FISHERMAN. A sister ship, Silver Bounty, had been launched a few days before, and the third will go down the Dollarton ways shortly, to be operated by the Haugen brothers of Prince Rupert.

Blue Ocean is owned by Percy Pierce, former Nova Scotia fisherman who went west 20 years ago. Like the other two vessels, it is partly financed by the co-operative's credit union. John Johnson and Tom Pallent are co-owners of Silver Bounty.

Power is provided for these vessels by two General Motors diesels mounted in tandem in each craft, developing 294 h. p. at 1800 rpm, with 5:1 reduction gear. Equipment includes Ekolite herring sounder, Decca radar and automatic pilot (Metal Marine) manufactured by Wood Freeman, Tacoma. Hydraulic equipment, including winchew and block and halibut gurdies, are Wagner-designed and installed by Tridell Equipment.

Billion-Dollar Power Deal Threatens Salmon

Proposal of the Axel Wenner-Gren interests of Sweden to embark on a billion-dollar development program in northern British Columbia caused mild consternation among salmon people recently when it was disclosed that one of the proposals was to divert the Parsnip River into the Fraser River as a means of increasing the hydro power potential.

Fisheries interests were alerted to a similar danger last year when it was suggested by General A. G. L. McNaughton, head of the Canadian section of the International Joint Commission, that the Columbia River should be diverted into the Fraser. The latter plan has been at least temporarily shelved.

The Wenner-Gren program is a long-term affair and many things must materialize before an actual threat to spawning salmon can be seen. While the provincial government has approved a survey of a big area in the Omineca district by Wenner-Gren agents, no further commitments have been made.

Wenner-Gren, "one of the last tycoons" operating on an international scale, made millions in industrial cartels.

Federal Trade Commission Rejects Proposed Price-Fixing Settlement

The conclusion of a hearing, March 20, in Los Angeles by the Federal Trade Commission on commission charges of price-fixing by canners, boat owner organizations and fishermen's unions resulted in a rejection of the proposed settlement by the West Coast tuna canneries, cooperatives and unions.

It is understood that the proposed settlement, involving the various fishery organizations, would have conformed to Federal trade laws without admitting past violations, after being charged by the Federal government of engaging in restraint of trade through price-fixing and other actions designed to restrict the importation of Japanese tuna.

The FTC examiner said he rejected the settlement because, although generally satisfactory, it contained certain provisions which he felt would be contrary to previous decisions made by FTC.

It is believed that the organizations involved can and will appeal the decision by the FTC examiner and, perhaps, a court review may come later. When and how the next step comes about is anyone's guess.

Organizations concerned in the charge are: American Tunaboat Association, Fishermen's Cooperative Association, California Commercial Fishing Association, Five Star Fishing and Cold Storage Company of San Diego, fishermen's unions, California Fish Canners Association, and individual fish canning companies.

The California tuna industry received another blow when in early March the Treasury Department announced that imported Japanese tuna was not being sold at less than fair value in the United States. In late 1956 the American Tunaboat Association filed a complaint and asked that an inquiry be made into imported tuna prices, specifically Albacore. The Association charged that Japanese frozen Albacore was being dumped on the United States market.

The result of the investigation by the Treasury Department stated that imported Japanese Albacore was not being sold at "less than fair value in the United States." And the "press" reports that the department said that that frozen tuna should not be subject to penalty duties. In the meantime Fish and Wildlife figures showed a considerable increase of imports of tuna from Japan for December of 1956 as compared to imports for the same month in 1955. However, the imports for all of 1956 were less than for 1955.

It is possible that the complaint on dumping may be transferred to frozen Yellowfin.

During some of the preliminaries of the FTC hearings, several members of the industry had met with officials of the Federal State Department in connection with working toward a solution of boundaries and/or limitations on offshore fishing, limits placed by various countries, and in particular affecting California tuna fishermen, Mexico and Central and South America. Participating in such discussions were Charles R. Carry, executive manager of the California Fish Canners Association and Dr. Wilbert M. Chapman, research director of the American Tunaboat Association.

Foreign Shrimp Vessels Excluded by Ecuador

Foreign shrimping vessels are forbidden to operaae in Ecuadorean waters under a recent decree, which applies to any vessels not built in Ecuador.

National companies which now hire foreign flag shrimp vessels under government permits may continue to use them, provided the boats are nationalized when the permits expire.

Foreign shrimp vessels were already excluded from Ecuadorean continental waters unless contracted by national companies, and even in such case, the law already contemplated their ultimate nationalization. For some time shrimp vessels of good quality have been built in Ecuador. At least one United States-owned national company contracts exclusively for locally-built vessels.

A national fishing company owned by United States interests will be allowed to operate again provided it installs a freezing plant within 180 days and other installations within one year.

Ten Big Clippers Take Tuna to Puerto Rico

Ten tuna clippers, numbering among them some of the largest of the fleet, currently are serving the Van Camp Sea Food Co. cannery at Ponce, Puerto Rico. This plant, formerly operated by National Packing Co., is the principal tuna cannery in the Caribbean, although there are at least two canneries packing tuna in Cuba.

The Ponce fleet at presstime included:

Royal Pacific, Sea Magic, Intrepid, Katie Lou, San Joaquin, Chicken of the Sea, White Star, American Beauty and *American Queen*, formerly the *Mary E. Petrich*. The tenth vessel is *Western King*, a 170′ giant which is currently on her maiden trip, having sailed from Tacoma in May.

Western Ace, sistership and fleetmate of the *Western King*, which formerly delivered to Ponce, has been withdrawn and returned to Tacoma for modernization along lines dictated by her experience in the Caribbean service.

Gilbert Van Camp Jr. is shown here as awarding a 40-year Van Camp Sea Food service pin to **Walter Nyberg.** Mr. Van Camp is executive vice president and Mr. Nyberg is a mechanic and has been with the firm since 1916. A total of 103 employees received service awards at the banquet.

Oshawa Returns From Winter Cruise

The winter cruise of *HMCS Oshawa* specially allocated to the Canadian department of fisheries for oceanic research, ended recently after the vessel had covered 6500 miles in the North Pacific.

Seven Canadian scientists and technicians from the Pacific Oceanographic Group, under A. J. Dodimead, spent six weeks on the naval vessel in waters which reached as far north as Dutch Harbor and south to Latitude 41 degrees.

Frances Marie, another Monterey purse seiner, skippered by Carmelo Billante, was being drydocked at the San Francisco yards of Anderson & Cristofani.

Facts About Freezing The Freshness in Tuna

Practical Research at Sea Points Way to Goal of Protected Quality

• Productive prospects emerge from the studies of handling, freezing and thawing of tuna at sea, and the resulting effect on the quality of the finished product being conducted under contract with the Philip R. Park Research Foundation and the California Division of Fish and Game. This program is a collaborative work with the tuna industry through the California Fish Canners Association and the National Canners Association.

As digested in a report by John A. Dassow of the U. S. Bureau of Commercial Fisheries Technological Laboratory at Seattle, the at-sea studies carried on by John Rawlings of the California Fish Canners Association are yielding significant suggestions as result of the observations of two commercial tuna trips.

• Mr. Rawlings on his second trip aboard the *Paramount* carried out observations and prepared samples with a view to these objectives:

(1) Determination of the effect the time the fish remain on deck upon the quality of the canned tuna.

(2) Determination of the effect of different rates of chilling of the fish on quality of the resulting canned fish.

(3) Determination of the effect of freezing the fish at lower (10° F.) temperatures than ordinarily employed on quality of the resulting canned fish.

(4) Determination of the effect of storing the tuna at lower temperatures than normally employed on quality of the resulting canned fish.

(5) Determination of the effect of more rapid than normal thawing on quality of resulting canned fish.

Through the cooperation of the Scripps Oceanographic Laboratory, more satisfactory equipment was obtained and installed aboard the *Paramount* for indicating the temperatures of the experimental fish in the various brine wells. In addition to tagging fish and logging their temperature records, a log was maintained for each brine well in order to illustrate the variables encountered commercially in handling, loading, chilling, and freezing the fish. The primary attention was given to Skipjack tuna in these studies. Skipjack samples were taken at various intervals and frozen in still air in the meat locker for later studies of oxidation, salt content of the fresh flesh, and studies on salt absorption during storage in refrigerated brine ashore.

One definite limitation, not unexpected, has been encountered in the two trips. The preparation of sample lots for study of the objectives is limited to the differences encountered under commercial conditions, since it is impractical to adjust and hold a predetermined chilling or freezing temperature in a particular brine well for a specified time. If fishing is slow, the well is filled over a period of several days or a week or more. If fishing is good, a 30 ton well may be filled in one day. Normally, only one well is being worked at a time because other wells are being used for holding bait or not available for other reasons. During the second trip temperature records were taken of fish chilled and frozen in seven wells and the front and middle box. Tagged lots of tuna from these wells will be used for the study of the effect of treatment differerences on overall quality, salt content, and chemical freshness tests of the tuna loins.

Several observations made aboard vessel during the two trips are of interest in relation to the time and temperature delays which may occur in the handling, chilling and freezing of tuna.

• (1) The body temperature of Skipjack and Yellowfin tuna immediately after landing varied from 4 to 8° F. higher than the sea water temperature (range 74° to 83° F.).

(2) Skipjack tuna ranging from 8 to 10 lbs. each were chilled from 84° F. to 32° F. in 6 to 9 hours when placed in sea water prechilled to 31° F. When placed in warm sea water at an initial temperature of 85° F., the Skipjack required about 20 hrs. to cool to 32°F. at which time the sea water temperature was down to 31° F.

(3) The effect of holding Skipjack in air on deck was influenced more by initial condition of the fish and the environmental factors (temperature, piling of fish, handling, etc.) rather than by time on deck. For example, in one case Skipjack held on deck for 10 hours were still in rigor mortis and in excellent condition whereas another lot from a different catch had passed through rigor and appeared soft and in poor condition after only 2½ hours on deck. This was attributed partly to the greater exposure and physical damage to the latter fish.

(4) Fish frozen in the center of a large brine well may require an excessively long period to come to the equilibrium temperature of the well after the brine is pumped out. For example, in one case, a 6 lb. Skipjack frozen in the middle of the first 15 tons of fish in a well with prechilled sea water required approximately 6 hours to reach a temperature of 32° F. Six days elapsed during which time the well was filled and the temperature of the fish dropped to 22° F. at the time the brine was pumped out. It then required 8 weeks for the temperature of the fish to drop from 22° F. to 10° F., the apparent equilibrium temperature of the dry well.

(5) During loading of a brine well over a period of several days or more, the temperature of chilled fish already in the well will rise proportionately with the temperature increase of the brine when warm fish are added. For example, in six such instances an average addition of 14 tons of warm fish to a well resulted in an average increase in the brine temperature of 10° F. The average increase in temperature of individual fish in the well previously was 8° F.

(6) The temperature of fish packed in the coaming of the well directly under the grating may show a considerable lag as compared to the well temperature after the brine is pumped out. In one case, the temperature of a 12 pound Skipjack packed directly under the grating failed to reach a temperature lower than 23° F. during a one month period following drying of the well. During this time the temperature of a 9 pound Skipjack placed

with the first 8 tons of fish in the well dropped to 10° F.

(7) During storage after brine was pumped out, it required from 4 days to over 2 weeks for the temperature of the fish to drop from approximately 22° F. to 15° F. A period of 7 to 9 days was required in most cases. Equilibrium temperature of the fish with refrigeration equipment operating at 16 to 18 pounds (equivalent to about 5° F. coil temperature) suction pressure was from 10 to 14° F.

(8) During thawing, fish temperature increased from about 12° F. to 22-23° F. within 12 to 18 hours. Following this period, fish and brine temperature equalized at 22 to 23° F. during the 2 to 3 day period of thawing.

(9) The ratio of weight of dense brine (17% sodium chloride) to weight of fish in the wells was estimated at 1:4 based on data for fish, salt, and salometer readings for 4 wells. This compares with the accepted design calculation of 1:2.5 (20.5 pounds of brine and 50 pounds of tuna per cubic foot).

• (10) Shrinkage or loss of weight of Skipjack and Yellowfin tuna from the time they were placed in the well until time of unloading was not of great significance under the conditions aboard the vessel used in the study. The average loss in weight for 52 individual fish in 4 different wells was 4% or approximately 2 to 3 percent of the initial weight. Loss of blood and minor physical damage appeared to account for this shrinkage and the variations from the average.

These observations are of limited value inasmuch as they are limited to the conditions and practices aboard the vessel during the two trips. The tuna clipper *Paramount* is equipped with brine chiller units which increase the effectiveness of its refrigeration. Cooling rates in the well will, of course, vary considerably depending on the factors of refrigeration capacity, loading methods, and size and amount of fish. The observations do provide, however, some indication as to the importance of various factors in handling, chilling, freezing, and thawing Skipjack tuna.

Second Japanese Clipper To Fish in Atlantic

A second Japanese tuna clipper departed from Tokyo Feb. 12 to fish in the Atlantic Ocean for a year, delivering her cargoes to Italian tuna canners.

This craft is *Azuma Maru No.* 16, 467 tons gross, owned by Taiyo Gyogyo K. K. She carries a crew of 36.

...what's the difference?

Gold Medal Netting is more than a combination of holes in the right places. A good net can mean the difference between profit and loss. That's why successful fishermen choose Gold Medal Netting. It has earned a reputation for catching and holding fish. Produced by a company which has been making fine netting for over a century.

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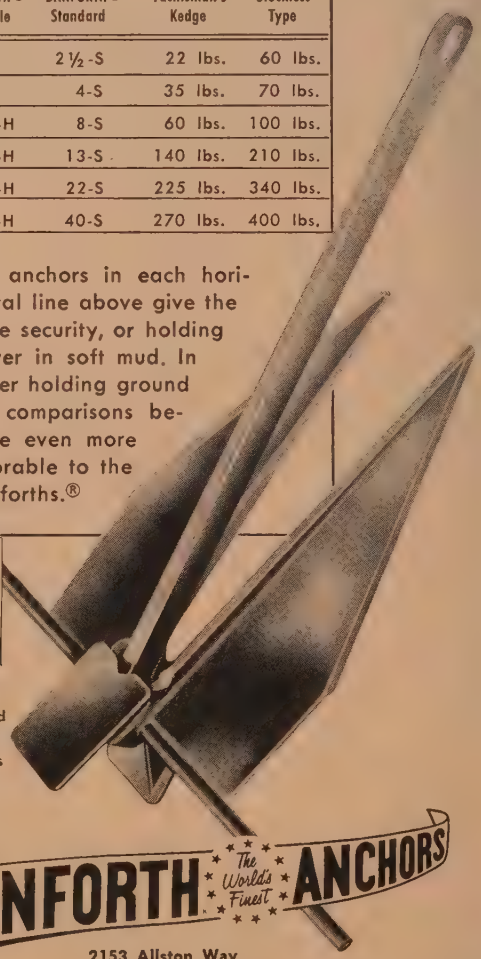

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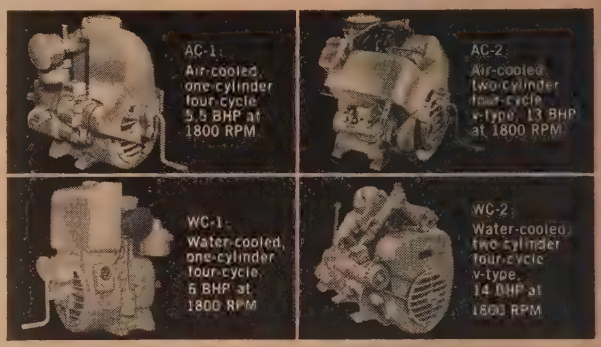
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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

April, 1957

Conventional Reactions Of Salmon Sales Factors

• Reactions of primary canned salmon market factors returning from the Chicago conventions of the National Canners Association and the National Food Brokers Association to be thoughful and somewhat chastened, with concern over the future effect of present salmon prices occupying the spot as Topic No. 1.

Here are some samples:

Karl Dehn, Dehn & Co.

"It would be very difficult to describe the reactions of brokers and buyers in Chicago as either enthusiastic or optimistic regarding canned salmon. The many problems of the canned salmon industry—rising costs, erratic production and the apparent inability of the industry to get together on a consistent program of specie promotion and consumer education—are all too familiar, and of course, received their annual rehashing. What solution may be found to these problems is difficult to foresee, but their existence certainly reduced convention conversation to the basic factors of supply and demand. The problem, to-wit: how much of each size and variety remains unsold, and at current prices, will these supplies hold out until new pack?"

L. A. Petersen, New England Fish Co.

"At the recent conventions there seemed to be two main themes: Tight Money and Mergers. There is no doubt that the tight money situation is changing the methods of operation of everyone connected with the food business. Like rain, the tight money situation falls on the just and the unjust alike; on the buyer and the seller alike.

"The main threat of the tight money situation is the pressure on the part of the wholesaler, chain and retailer to increase the rate of turnover. On the surface this effort seems to be all in our favor, in that an increase in the turnover rate of our products should give an increasing volume. However, there is very apt to be a tendency on the part of retail distributor, independent or chain, to push, feature and advertise the tonnage items, such as soap, breakfast foods, pet foods, etc., to average out to the turnover target, and to forget the high margin, light tonnage items such as ours.

"To avert this threat increased effort at the retail level to get our products displayed and featured in ads and handbills is going to be necessary. Successful efforts along these lines will bring benefits from the increasing pressure for turnover rather than losses of prestige and volume.

"The increasing tempo of the merger movement is bound to bring about many dislocations and displacements. The big chain swallows up the local chain, and what happens to the familiar pattern of brands on the shelves of the local chain? That all depends on the local prestige, recognition and acceptance of each individual brand. As mergers and expansions into new territories take place there will naturally be a tendency to supplant locally accepted brands with private labels, particularly under centralized buying control."

Fillet Imports Rocket With Opening of Year

January imports of fillets, including blocks rocketed by 23% over those of the first month of 1955, reaching 19 million pounds.

The increase was primarily due to larger imports from Canada (up 2.6 million pounds), and Iceland (up 887 thousand pounds). Imports from Norway, Denmark, the United Kingdom and France also were somewhat larger while receipts from the Netherlands and West Germany were less than in January 1956. Canada and Iceland accounted for 92% of the total January imports.

LOS ANGELES MARKET

Presstime quotations by the U. S. Market News Service for Southern California canned fish, fob. packers' terminal, for cases of 48, unless otherwise noted.

Tuna—Advertised Brands	Per Case
White, fancy 7 oz.	$15.00-15.25
White, chunk, 6½ oz.	13.50-14.00
Light, fancy, 7 oz.	13.75
Light, chunk, 6½ oz.	12.00
Grated, 6 oz.	7.50- 8.00
Tuna—Buyers' Labels	
White, fancy, 7 oz.	13.00-13.50
White, chunk, 6½ oz.	12.00-12.50
Light, fancy, 7 oz.	11.50-12.00
Light, chunk, 6½ oz.	10.25-10.50
Light, chunk, 6 oz.	9.00- 9.50
Grated, 6 oz.	7.50
Sardines	
1 lb. oval, tomato	*9.00
Brine, 15 oz.	*6.50
5 oz. tall, tomato, 100s	*7.75
Mackerel	
Pacific 1 lb. tall	**5.50
Jack 1 lb. tall	**5.00
Anchovies	
5 oz. 100s, tomato	5.50- 6.00
1 lb. oval, tomato	6.50- 7.00

* Last sales. Canners' quotations are now withdrawn.

**Some Monterey export quotations at $4.65 for jack mackerel, and $5.00 per case for Pacific mackerel, No. 1 talls.

Export Shrimp Duties Increased by Mexico

Mexican export duties recently were increased about 10% for fresh, iced and frozen shrimp from the Gulf of Mexico and about 15% for shrimp from the West Coast. Export duties are now about 16.35 U. S. cents a pound for fresh iced shrimp from the Gulf of Mexico and about 17.35 cents a pound for West Coast fresh iced shrimp.

Frozen shrimp from the Gulf of Mexico, Salina Cruz, Oaxaca, and Santa Rosalia, Baja California, now are dutiable at about 2.34 cents a pound and those from the West Coast (other than Salina Cruz, Oaxaca, and Santa Rosalia) about 2.49 cents a pound. The increase was effected by raising the official prices, states a dispatch from the U. S. Regional Fishery Attache in Mexico.

Tuna Standards Delayed

The Commissioner of Food and Drugs announced March 7, that a 60-day extension had been granted in which to file objections to the order "promulgating a definition and standard of identity and standards of fill of container for canned tuna fish.

Los Angeles Retail Salmon Sales "Satisfactory"

Testimony of retail marketers contacted in the Los Angeles area in mid-March was that canned salmon was selling at a "satisfactory" level, despite high prices—and they *were* high.

The area is a packers' brand market, with few local or private labels. Actually, there's only one leader among the private brands and that's "R.E.D.", which of course is for Sockeye halves only. This is rated by retailers as perhaps the leader in L.A., although "Deming's" and "Bumble Bee" are strong contenders.

It's largely a market for halves, and most of them Red or Sockeye. Talls never have gone too well in Reds, although in Pinks they account for a large amount of the total salmon volume sold.

Stores visited varied widely in the amount of shelf space granted to salmon. For example, in one large super, salmon had 17 can widths on the shelves; canned shellfish 25; and tuna 46. In another super of the same group, however, salmon out-ranked tuna in space and the latter was on the bottom shelf. So it goes.

Salmon prices? Here are a few from one super: "R.E.D." Sockeye halves, 63c; Deming's ditto, 57c; "Bumble Bee" Red talls, 89c; Libby's, ditto; "Bumble Bee" Pink talls, 63c.

Although none were available for pricing in comparison at the store where the prices were noted, "Peter Pan" Pink talls appear to rank with "Bumble Bee" as the leading Pink brand for the area.

Japan Fish Export Value Rises 60% in 1956

While the quantity of Japanese exports of fish and fish products rose 26.6% from 1955 to 1956, the value of those exports rose 59.5%. Total fish and fish products exports in 1956 amounted to 196,363 metric tons (valued at U. S. $120.6 million) as compared with 155,108 metric tons (valued at U. S. $75.6 million) in 1955, according to the Japanese Ministry of Finance.

Fishing Legislation Topic of Calif. Meeting

Legislation, that if passed would adversely affect the California fishing industry, was the main topic of discussion at the first meeting in 1957 of the Northern California Seafood Institute in San Francisco last month.

John Gilchrist, secretary-manager of the association and legislative representative, told the group that there were a number of trucking bills affecting the hauling of fish. Mr. Gilchrist also called attention to a series of bills which would prohibit the sale of white sea bass, California halibut and barracuda. He made further reference to a bill which would give the Fish & Game Commission regulatory powers over the commercial fishing industry and another which would prohibit commercial fishing from Monterey to Santa Barbara within a four to six mile off shore limit.

It was unanimously decided that the Institute should join for one year the California Marine Parks & Harbors Association, and should also contribute to the efforts of the joint Sports-Commercial Coordinating Committee. This latter is a new group formed for the purpose of insuring sufficient California water for spawning beds and finding ways and means of combating increasing water pollution.

Wives Make Plans For Seattle's Halibut Week

As a prelude to their 3rd annual Halibut Week, the Halibut Fishermen's Wives' Association held a luncheon meeting March 28. Plans for a contest to choose a queen to reign during Halibut Week in May were completed. To be eligible a contestant must be a daughter of a halibut fisherman, 18 years old or a high school graduate. Applicants should contact Mrs. Arthur Strom, 1506 E. 75th, Seattle.

Harold Haggart Visits Orient

Harold Haggart, of the Vancouver fish importing house of Shafer-Haggart, Ltd., is making a tour through the Orient, including visits to Japan, Hongkong, African ports and London, with a view to studying the supply and marketing of fish.

In Japan, it is reported that Mr. Haggart endeavored to purchase some canned salmon for distribution in Canada, but found that virtually all of the available 1956 pack had been disposed of to the United Kingdom.

FACTS and FORESIGHT

It is as fatal as it is cowardly to blink facts because they are not to our taste.

—*John Tyndall*

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Quality Pink Salmon
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B.C. Salmon Market In Comfortable Position

So far as stocks are concerned, the British Columbia canned salmon market position was reported favorable in March, with supplies available from the 1956 pack limited to only a few grades.

There appeared to be a surplus of canned Red Springs and of Cohos. If the pack of Coho had not been exceptionally large, there would have been a readier sale for the Springs, but the market for this grade has not been sufficiently developed to absorb a substantial pack, and it was estimated that about 5000 cases of Springs and 30,000 cases of Cohoes were still hanging over the market.

Canned Pinks, with the exception of some imported by the major packers from Japan, were cleaned out some time ago. While most of the purchases from Japan last year were of Sockeye, about 100,000 cases of canned Pinks were also brought in to help relieve the unexpectedly small pack of that grade.

If prices had been normal, there probably would be no carryover from 1956 at all, brokers claim. However, with prices at an all-time high, canned salmon did not have as ready acceptance in competition with other less costly protein foods.

British Columbia canners were looking forward to a busy 1957 season, with the Sockeye pack high. However, there was a general expectation that the new season would be preceded by the usual disputes between operators and fishermen with the possibility of a late start.

Swordfish Is Named Seafood-of-the-Month

Swordfish was named the March seafood of the month, with fillet of sole, halibut and sandabs as companion items, by the Southern California Fisheries Association, which, of course promoted seafood sales during the Lenten season through various mediums.

Seafood in Southern California cooperated with the Wine Advisory Board on new recipes; with Wesson Oil on point of sales material; and with the Sunkist producers.

At the Association's March meeting, a market buyer was a guest speaker, reports Bart A. Ghio, secretary of the organization. Louis Vitale is president of the group for 1957. New members include Anchor Sea Food Corp.; Crest Importing Company of San Diego (shrimp); L. A. Eureka Lines; Morro Bay Fisheries, and the National Storage Company.

Albacore Imports Cleared Of "Dumping" Accusation

Imports of Japanese frozen Albacore will be appraised by Customs officers without regard to any question of "dumping", the term for selling in the United States at figures below cost in country of origin. This was the decision announced by the Treasury Department after five months of investigation of charges filed by California tuna fishermen failed to disclose that sales of such tuna had been made in the United States at less than fair market value. Nor were such sales to be anticipated, in the view of the examiners.

Henry Goodrich Founds Phoenix Brokerage Firm

Henry H. Goodrich, vice president of the New England Fish Co., announced in March that he was retiring with the end of that month; and would make his home in Phoenix, Ariz., where he is establishing a fish brokerage firm, the Henry H. Goodrich Brokerage Co. The address is at 607 North Mird Ave.

Mr. Goodrich retires after 35 years with the New England Fish Co. and its Canadian affiliate, The Canadian Fishing Co. After a number of years of service with the Canadian company, he became manager of the Nefco operations on the Columbia River and Oregon Coast, rising to vice president.

For a number of years he has made his headquarters in New York City, with supervision over the company's operations on the Eastern seaboard. While in the East he has served actively in the councils of the National Fisheries Institute, having been vice president of Region V and chairman of the Public Relations Committee. Now he is chairman of the N. F. I. Committee on Statistics and Reports.

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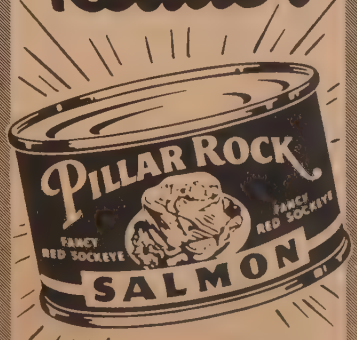

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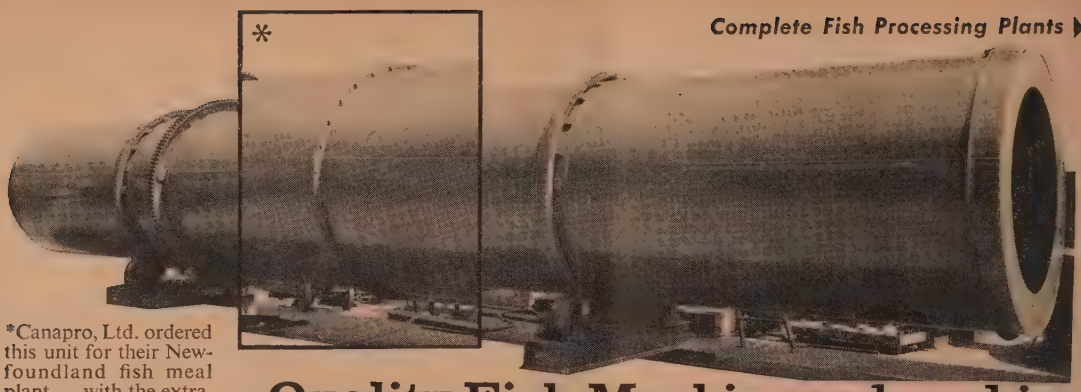

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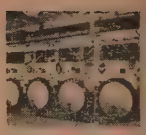

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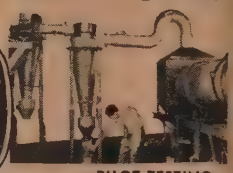

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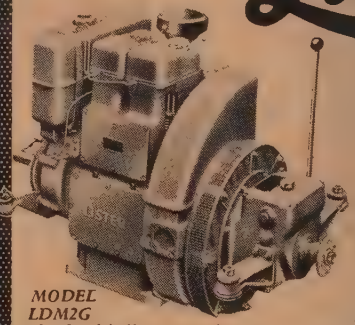

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Bob Ladd to Lead Northwest Marine Industries

The Northwest Marine Industries, Inc., the non-profit organization of marine businessmen who sponsor various commercial and boating projects, recently elected Robert D. Ladd president for 1957.

Mr. Ladd is vice-president and general manager of Pacific Marine Supply Co., Seattle. His many civic-marine contributions include the general chairmanship of the Seattle National Boat Show in 1955.

John Wedin, publisher of Fishermen's News, is the new vice-president of NMI and John Shephard of Northwest Instrument Co. is the secretary-treasurer.

Three new board members are elected each year for three years and six continue as holdovers. The three new members are: Gar Acorn, public relations director for Bryant's Marina; Ed Brotherton, operator of Sea-Way Sales & Service and Hal Hamper, of Marina Mart; all of Seattle.

Three Firms Merge In Everett Fish Co.

Three Puget Sound wholesale fish firms, all representing old time interests in the field, were merged this spring in the Everett Fish Co., with Stephen Chase as president.

Beside the Everett Fish Co., firms joining it were Trafton Seafood Co. of Anacortes and the Chase Seafood Co.

Nick Radovich is vice president and Claude Meehan is secretary-treasurer.

Mr. Chase says the new firm is expected to process more fish and other seafoods than the three former companies processed together. In regard to the wholesale portion of the business, which will be under the management of Mr. Chase and Mr. Radovich, Mr. Chase said that because of an anticipated increase in tonnage that will be handled, plans have already been made for improvements and additions to the plant. Mr. Meehan will manage the retail business of the new corporation.

Japanese Fishery Trade With U.K. Arranged

An increased exchange license to 4.89 million pounds sterling is granted for 1957 in the new trade agreement of the United Kingdom with Japan. This is expected to purchase approximately 500,000 full cases of salmon.

Specific license of 200,000 pounds sterling was granted for frozen salmon trade; and 500,000 lbs. sterling for imports of Japanese canned tuna in oil.

This scallop fishing boat averages 250 days a year at sea.

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REPORTS J. GIFFIN, CHIEF ENGINEER ON FISHING BOAT *NEW BEDFORD*

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Aeroquip Flexible Piping offers another important advantage: Because all Aeroquip Fittings are reusable, replacement lines can be made in a matter of minutes, even at sea. For complete information, write today for Marine Catalog No. 301.

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Salesmen and executives of **The Heminway & Bartlett Mfg. Co.** gathered together at the annual 3-day sales meeting in Watertown, Connecticut. Back row, from left: E. Vogel, R. Noonin, J. Vine, E. Cox, M. Paulsen, M. Cohen, H. Spray, A. Lamme, H. Zettwoch, R. Taylor, D. Purdy, S. Smith. Front: J. Burg, E. Reitt, W. S. Heminway, president, Ethel Merklen of the R. T. O'Connell Advertising Agency, W. E. Thompson, research director, C. Duane Houk, sales manager, H. W. Schott, S. Sackheim.

A. M. "Tony" Canessa Dies in Astoria

A. M. "Tony" Canessa, one of the notable figures of the Columbia River salmon industry, died of a heart attack in Astoria early in March, only a few days before he would have been 75.

He was a San Franciscan who went to Astoria in 1908 as a fish buyer and then went into mild curing. He soon becaume superintendent of the Sanborn-Cutting Company cannery, where he continued in charge until 1930, when the plant burned.

He joined the Columbia River Packers Association subsequently and until 1945 was superintendent of that corporation's great Hanthorn Cold Storage. For a time he operated the Canessa-Stratton custom cannery and retail fish business, but has been retired for several years.

His son, Leland J. Canessa, succeeded his father as superintendent of the Hanthorn plant.

Lee J. Wiegardt to Lead Pacific Oyster Growers

Lee J. Wiegardt of Wiegardt Brothers, Ocean Park, Wash., oyster growers and packers, at the first of March became president of the Pacific Coast Oyster Growers Association, succeeding B. T. Taylor of the Olympia Oyster Co., Shelton, Wash., who resigned.

Succeeding Mr. Wiegardt as vice-president of the association is Edward J. Gruble of the Hilton Oyster Co., Seattle. Earl Morgan of Anacortes, Wash., and Glen DeHaven of Dallas, Ore., were added to the board of trustees.

Mr. Wiegardt is one of the rising generation of Pacific oystermen, although the firm of Wiegardt Brothers is perhaps the oldest company still active as a leading factor in the business. The company has been growing and packing oysters on Willapa Harbor for three generations. His father, John L. Wiegardt, head of the company, also was president of the Pacific Coast Oyster Growers Association, in 1949-50.

New Appointments To Advisory Committee

Two new appointments have been made to the fisheries technical advisory committee of the California State Cannery Inspection Board. They are: Thomas N. Miller, plant manager, Washington Packing Corp., San Francisco, and Joseph Olivieri, manager, Santa Cruz Canning Co., Moss Landing.

The fisheries technical advisory committee acts as a liaison group between the California State Cannery Inspection Board, and the Hooper Foundation, University of California, which works on fish processing problems.

Fish Divoteers April 12

Randall Beard, of the New England Fish Co., Seattle, new president of The Fish Divoteers, has announced that the organization's 19th annual spring golf tournament will be held Friday, April 12, at the Rainier Golf & Country Club in Seattle.

Continental Can Co. Announces Promotions

According to an announcement by H. M. Blinn, vice-president, Pacific Metal Division, Continental Can Co., San Francisco, W. R. McIntyre has been appointed district sales manager, San Francisco Division.

Mr. McIntyre was formerly assistant district sales manager. He takes the place of Ralph J. Campiglia, promoted to assist Pacific Division sales manager, located in the San Francisco Division office. Mr. McIntyre has been with Continental Can since 1947 and he is the first man sent through the Continental Can Co.'s training course, according to Mr. Blinn.

Mr. Campiglia is also well known in the California canning industry.

Mexican Shrimp Fishing Slow as Year Opens

January shrimp production by Mexican fishermen was short on the west coast of that republic, pulling down the national volume in comparison with the first month of 1956.

Shrimp vessels fishing out of Guaymas were reported to be having difficulty catching from 1 to 1½ metric tons a trip. The fleet out of Mazatlan had better luck, but the catch was running to small brown shrimp (40 or more to the pound). At the end of January some of the Mazatlan shrimp vessels were fishing in depths as deep as 80 fathoms for the so-called brown shrimp (actually the pink shrimp *Penaeus brevirostris*.

John Richardson Directs Linen Thread Meetings

John E. Richardson, Pacific Coast manager, The Linen Thread Co., Inc., conducted a sales meeting last month which had in attendance not only the Coast sales personnel but also included R. S. Jenkins and S. C. Keith of the head sales office. After the sales meeting Mr. Richardson made a trip to the Pacific Northwest accompanied by Mr. Jenkins and called on the company's various netting distributors.

On March 1 Mr. Richardson celebrated his 37th year with The Linen Thread Co.

Nichiro Embarks Upon Increase in Capitalization

Although an *immediate* purchase of a foreign whaling fleet was not approved by Japanese authorities, Nichiro Gyogyo K. K., leading factor in the Japanese salmon canning industry, in February, initiated procedure looking to an increase in its capital from the present Y 2,200 million to Y 3,300 million. This increased capitalization will permit acquisition and development of whaling facilities when that may be permitted.

LINES and LEADERS

A new company has been formed to distribute Allis-Chalmers marine diesel engines and diesel generator sets in northern California—**Commercial Engine Supply Co.,** 470 Potrero Blvd., San Francisco. The company is under the management of Joseph tum Suden, and engine sales manager is W. J. "Bill" Smith formerly with West Coast Engine & Equipment Co. A complete stock of parts is available as well as service anywhere in the area. The company plans to maintain a balanced stock of engines and generator sets for the marine industry. Commercial Engine Supply Co. will set up a series of service and parts outlets in northern California.

Douglas W. Vernon

Douglas W. Vernon Named Roebling Sales Executive

Douglas W. Vernon has been named product sales manager for wire rope and aircord by John A. Roebling's Sons Corporation, Trenton, N. J. The announcement was made by Walter A. Huber, general manager of the Roebling Wire Rope and Aircord Division. Vernon, formerly vice president and general manager of the Leschen Wire Rope Division of the Watson Stillman Company, assumed his new duties in February.

Fibreboard Establishes Creative Design Center For Customers

A creative design center to aid customer packaging needs has been established by Fibreboard Paper Products Corporation.

"Fibreboard is projecting itself into the future with the formation of a center for the creative design of cartons and containers," William L. Keady, president of the company, stated.

The center will be located in Contra Costa County, east of the San Francisco Bay area. Its director will be F. A. Nordstrom, who has been advanced from his position as director of organization planning.

"It is our belief that there are no ideal packages on the market today. In view of this, we have devoted many months to the formation of the creative design center to aid our customers in the development of new designs for their cartons and containers, to develop new display values to increase their product sales, and to develop improved materials and packaging equipment," Keady said.

Managing the four integrated departments that make up the center will be: George W. Holt, creative market analysis; Richard F. Mount, creative graphic design; Ernest C. Pellaton, creative structural design; and Albert R. Lubersky, packaging equipment development.

American MARC Promotes Former Hallett Men

Russell G. Livingston, a veteran of fifteen years with the Hallett Manufacturing Company and former manager of Hallett's engineering department, has been appointed vice president sales of American MARC Inc. American MARC last year purchased the Diesel Engineering Division of the Hallett Company. Wren Jones, employed at the Hallett firm for six years, at the same time was advanced to parts and service manager, and assistant to Livingston in sales promotion.

Russell G. Livingston, now vice president sales of American MARC Inc.

Judges Named For Advertising Awards

Frank C. Meunier, director of advertising and sales promotion for General Petroleum Corporation of Los Angeles, and Emmett McCaughey, executive vice president of Erwin, Wasey & Co., one of whose accounts is Van Camp Sea Food Company, are among the judges for the awards on the second annual Advertising Awards sponsored by the National Industrial Advertisers Association of Southern California.

Presentation of awards is scheduled for early May.

New Bulletin Describes Marine Diesels

A new and colorful 8-page bulletin explaining an improved line of Model 40 'Superior' Marine Diesels has been developed by the White Diesel Engine Division, of the White Motor Company,

The four-cycle, six and eight cylinder. naturally aspirated or supercharged engines are especially designed for dependable service in large fishing boats, tugs, river boats and work boats. Performance of the improved models has been well received.

Bulletin No. 109 shows dimension drawings, photographs, performance charts and explains in detail construction features of the engines.

For literature, write Harry Clark, Advertising Manager, White Diesel Engine Division, Springfield, Ohio.

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W. P. Fuller & Co. recently announced Marine Components, of Santa Monica, as the newest distributors of Fuller marine finishes in the Southern District. Shown above are (from left) **Fred Carnahan,** store manager, Marine Components; **Anthony Ayuso,** Marine Sales, W. P. Fuller & Co.; and **Harry Wills,** General Manager, Marine Components.

M. J. Phillips Advances To INCO Advertising Chief

Maurice J. Phillips has been appointed advertising manager of The International Nickel Company, Inc. He succeeds Robert L. Lloyd, who retired.

Mr. Phillips has been with International Nickel since 1920. He was placed in charge of direct mail circulation in 1926 and became assistant manager of the advertising section of the Inco nickel alloys sales department in 1934. Mr. Phillips was named assistant to Mr. Lloyd in November, 1952, when the advertising sections of the nickel sales and Inco nickel alloys sales departments were consolidated into one department.

Tidewater Advances Walter Brunn

Walter Brunn of Berkeley has been promoted to marketing manager of Tidewater Oil Company's western division. He replaces W. A. Reanier, recently appointed as assistant to the divisional general manager.

As western marketing manager, Brunn will be responsible to the divisional general manager for planning, coordinating, and supervising all company sales activities in the 7 western states and Hawaii.

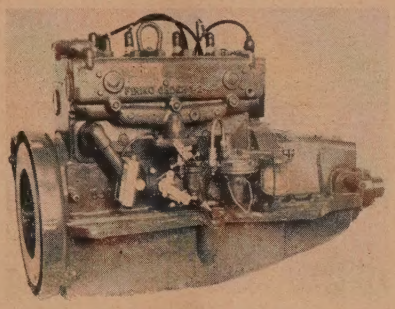
Norseman Marine Announces New 4-cylinder Model

A new four cylinder marine engine has been announced by Norseman Marine, manufacturers of Nordberg gasoline marine engines.

This completely new marine engine named the "Elf' develops 23 hp at speeds of 3000 R.P.M.

Its small size and light weight make this engine ideally suited for installations in small boats, it is claimed.

Featured is special marine design engineering and construction throughout. Alloys of nickel - chrome - iron are used in the construction of the cast enblock, cylinders and rib cylinder head. The one piece, water jacketed intake and exhaust manifold is scientifically designed with a hot spot for peak performance. A full pressure lubrication system provides positive lubrication to all critical engine areas and to the built-in, heavy duty reversing gear. A bronze, gear type water pump assures trouble free operation in fresh or salt water. Scientifically designed combustion chamber and static and dynamic balance of major moving parts provide smooth, quiet and economical operation.



Four cyl. Norseman Marine

Other standard equipment includes marine type carburetor with vacuum crankcase vent and approved flame arrestor; six volt starter and generator; fuel pump with mechanical primer; lifting eye; propeller coupling and instruction manual.

Offered as optional equipment is a 12-volt electrical system; an oil sump pump; starting crank; three unit instrument panel and power-take-off shaft and pulley.

Further information can be obtained by writing Norseman Marine, 105 Nevada Street, Oshkosh, Wisconsin.

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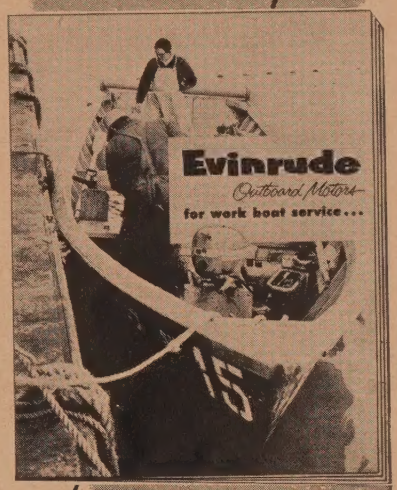

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ADVERTISING INDEX

Aeroquip Corporation 51
Alloy Wire Belt Co..... 46
American Marc, Inc., Hallet Diesel Engine Div. 46
American Marine Paint Co. 29
Auto Engine Works..... 56

Bioproducts, Incorporated . 35
Bryant's Marina 35

Camillo, J. J..... 55
Campbell Machine, Inc..... 54
Carruthers Company, E. H.. 52
Caterpiller Tractor Co. ..... Back cover
Chrysler Corporation, Marine Engine Division.. 30
Classified Advertising 35
Colorado Fuel & Iron Co... 17
Columbia River Packers Assn. 48
Columbian Bronze Corp.... 23
Commercial Engine Supply. 23
Consolidated Net & Twine Co. 26
Continental Can Co..... 19

D'Acquisto & Sons..... 35
Danforth Anchors 46
deFever, Arthur 55
Delca Fish Preservators, Inc. 54
Detroit Diesel Division, General Motors 36
Douglas Fir Plywood Assn.. 3

Edo Corporation 34
Electric Storage Battery Co., Industrial Division ..... Inside back cover
Evinrude Division, Outboard Marine & Mfg. Co..... 55

Fairbanks, Morse & Co..... 7
Federal Propellers 40
Floatex, Incorporated 31
Forster Ship Building Co... 35
Freeman, Doc 35
Frohman & Sons, L. H..... 56

Garrett Corporation, Air Cruisers Division.... 40
General Motors Corp., Detroit Diesel Div..... 36
Gold Medal Netting..... 45
Goodrich Sponge Products Division, B. F..... 2

Hanson, H. C..... 55
Harbor Boat Building Co.. 32
Hart & Burns 28
Heminway & Bartlett Mfg. Co. 50
Hiller, Paul W..... 54
Hutchison & Associates, Wm. H. 52

Independent Salmon Canners, Inc. 54
In-Mar Company 35

Johnson Motors, Division of Outboard Marine Corp.. 13

Kelley-Clarke Co..... 48
Kettenburg Boat Works... 31
Kohlenberger Eng. Corp... 56
Kurashiki Rayon Co..... 20

Larson Boat Shop, Al..... 35
Leslie Salt Co..... 5
Linen Thread Co., Inc., Gold Medal Fish Netting. 45
Lister Blackstone, Inc..... 50
Marine Construction & Design Co. 52
Lucian Q. Moffitt, Inc..... 4

Momoi Company 24
Murphy Diesel Company... 27
Mustad & Son, O..... 40

NC Marine 32
New England Fish Co..... 49
Nordby Supply Co..... 26

Oceanic Sales Co..... 49
Oxenberg Bros., Inc..... 54

Pacific Fishing & Trading Co. 32
Pacific Marine Supply Co.. 8, 24
Pacific Telephone & Telegraph Co. 31
Pacific Towboat & Salvage Co. 35
Power Transmission Products 25

Puget Sound Engineering, Inc. 32
Radio Corp. of America, Radiomarine Products .. 6

Safety Industries, Inc..... 4
San Diego Marine Construction Co. 55
San Juan Fishing & Packing Co. 39
Seaside Supply Stores..... 35
Shepherd Marine 56
Shore Line Diesel Maintenance 35
Sperry Gyroscope Co..... 52
Standard Oil Co..... 33
Standard Steel Corporation 50
Starr Net Co., A. M..... 26
Stix, Inc., Robert L..... 49

Tacoma Boat Building Co. 32
Toyo Rayon Company..... 38
Twin Disc Clutch Co. ..... Inside front cover

Union Oil Co..... 22
United States Rubber Co., Footwear Division 28

Vita Food Products, Inc... 56

White Diesel Engine Div.. 34
White & Sons, Inc., Wilfrid O. 26
Wickwire Spencer Steel Division of CF&I..... 17

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Smith: Right. And the two positive plate grids with no visible signs of corrosion are Exide's patented Silvium alloy.

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Smith: They're standard alloys used in other well-known makes of batteries. But they don't have Silvium's corrosion-resisting ingredients.

Reporter: Where is Silvium used?

Smith: In the positive plates of all Exide-Ironclad and many other Exide Batteries.

Reporter: How does it affect battery performance?

Smith: Every test we've made proves it stretches battery life because the grid resists corrosion—sometimes up to 100% longer.

Reporter: Obviously this is an important feature of the Exide-Ironclad.

Smith: Yes it is, but it's just one of many engineering details that contribute to its high capacity and long life.

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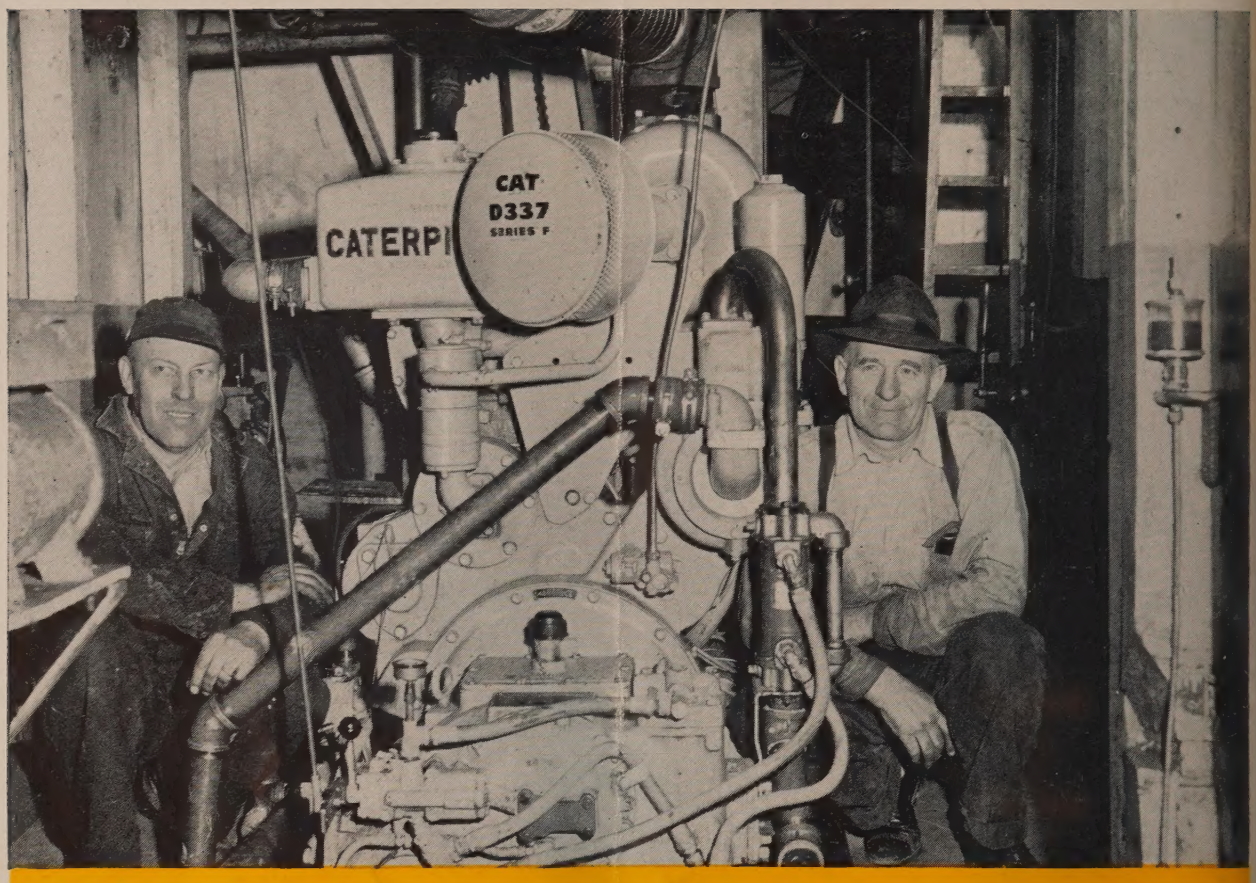

THE "MacARTHUR" GETS A NEW ENGINE—AND A GOOD ONE!

You can't blame Reidar Enge and G. J. Wanktke, of Mill Valley, Calif., for looking pleased when the new diesel was installed in their fishing boat *MacArthur*. It's a Turbocharged CAT* D337 (Series F) Engine—and is delivering continuous, trouble-free performance.

The *MacArthur* is 56 feet long, with 16-foot beam and 8-foot draft. She drags for bottom fish off the North Pacific Coast, and in tuna season cruises 200 miles or more offshore after albacore. Her D337 swings a 56″x38″ wheel through a 4.4:1 Caterpillar reduction gear.

This new Cat Marine Gear is of true modern design, stronger and more compact than equipment previously available. On the engine itself the Turbocharger is a big advantage to a fishing boat. It delivers more horsepower without taking up any more room in the hold. And because it uses less fuel, still more weight and space are saved for the cargo of fish. The D337 is rated at 182 HP for continuous, 24-hour duty.

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